

FILE NO. 240430

Petitions and Communications received from April 18, 2024, through April 25, 2024, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on April 30, 2024.

Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information will not be redacted.

From the Office of the Mayor, pursuant to Charter, Section 3.100(18), making reappointments to the following bodies. Copy: Each Supervisor. (1)

- Appointment pursuant to Administrative Code, Section 5.41-3, Our City, Our Home Oversight Committee
 - Lindsay Haddix - term ending April 22, 2026

From the Office of the Mayor, making the following nominations to the following body. Copy: Each Supervisor. (2)

- Nominations pursuant to Resolution No. 314-98 and the Treasure Island Development Authority (TIDA) Bylaws, Article V, Section 7, Treasure Island Development Authority Board of Directors
 - Mark Dunlop - term ending February 26, 2028

From the Ethics Commission, submitting revised regulations regarding the City's campaign finance rules in San Francisco Campaign and Governmental Conduct Code Sections 1.108, 1.112, 1.126, 1.127, 1.142, and 1.170. Copy: Each Supervisor. (3)

From the Controller's Office, regarding credit rating updates to the City's General Obligation Bonds (GOB) and Certificates of Participation (COP). Copy: Each Supervisor. (4)

From the Small Business Commission, submitting Small Business Commission Resolution No. 01-2024, declaring May 6, 2024 to May 10, 2024, Small Business Week. Copy: Each Supervisor. (5)

From the Office of the Mayor, regarding State Legislation Committee approval of positions on legislation pending before the California State Legislature, and approved State Legislation Committee minutes of a meeting held on March 27, 2024. Copy: Each Supervisor. (6)

From members of the public, regarding the Hearing of persons interested in or objecting to the determination of exemption from environmental review under the California Environmental Quality Act issued as a Categorical Exemption by the Planning

Department on December 14, 2023, for the proposed project at 72 Harper Street. File No. 240246. 2 Letters. Copy: Each Supervisor. (7)

From members of the public, regarding the San Francisco Planning Department's Expanding Housing Choice, Housing Element Zoning Program. 3 Letters. Copy: Each Supervisor. (8)

From Eugene Chang, regarding a Resolution urging the Municipal Transportation Agency (MTA) to develop and implement a plan for No Turn On Red (NTOR) at every signalized intersection in San Francisco and approve a citywide NTOR policy. File No. 231016. Resolution No. 481-23. Copy: Each Supervisor. (9)

From Andrew Wiseman, regarding John F. Kennedy Drive. Copy: Each Supervisor. (10)

From members of the public, regarding the proposed Ordinance amending the Administrative Code to provide that the general obligation bond passthrough from landlords to tenants shall be calculated based on the amount the property tax rate has increased due to general obligation bonds since the tenant's move-in date or 2005, whichever is later; and to allow tenants to seek relief from general obligation bond passthroughs based on financial hardship. File No. 240174. 5 Letters. Copy: Each Supervisor. (11)

From Tina Martin, regarding the Hearing on the state of traffic enforcement and street safety in San Francisco; and requesting the Police Department and Municipal Transportation Agency to report. File No. 220961. Copy: Each Supervisor. (12)

From members of the public, regarding the proposed Resolution urging the Department of Homelessness and Supportive Housing to prioritize families with children to receive shelter or hotel vouchers the same day that they arrive at an access point, to develop a comprehensive plan that focuses on children and families to prevent children from living on the streets and develop a multilingual, accessible public dashboard where families can monitor the waitlist and the progress of moving families into permanent housing. File No. 240239. 27 Letters. Copy: Each Supervisor. (13)

From a member of the public, regarding the Lake Street Slow Street Program. Copy: Each Supervisor. (14)

From Sandy Weil, regarding the City Budget. Copy: Each Supervisor. (15)

From members of the public, regarding San Francisco Municipal Transportation Agency (MTA) impacts on merchant corridors. 15 Letters. Copy: Each Supervisor. (16)

From members of the public, regarding the Hearing on the resources allocated for the Dream Keepers Initiative, specifically on which programs have been funded by the allocated \$120,000,000 and assessing other needs that the Dream Keepers Initiative can support; requesting the Human Rights Commission, Office of Economic and

Workforce Development, Mayor's Office of Housing and Community Development, Department of Children Youth and their Families, Arts Commission, Department of Public Health, Office of Early Care and Education, Fire Department, and Department of Human Resources to report. File No. 211318. 2 Letters. Copy: Each Supervisor. (17)

From members of the public, regarding the Municipal Transportation Agency (MTA) West Portal Station Safety and Community Space Improvements Project at West Portal Avenue and Ulloa Street. 1,710 Letters. Copy: Each Supervisor. (18)

From the Treasure Island Organizing Committee, regarding the proposed Resolution approving an Amended and Restated Disposition and Development Agreement between the Treasure Island Development Authority and Treasure Island Community Development, LLC, for certain real property located on Treasure Island and Yerba Buena Island, including changes to the attached Financing Plan. File No. 240202. Copy: Each Supervisor. (19)

From Santiago Dennis, regarding environmental concerns at Hunter's Point Shipyard. Copy: Each Supervisor. (20)

From a member of the public, regarding California unemployment benefits. Copy: Each Supervisor. (21)

From Chris Ward Kline, regarding surveillance technology. Copy: Each Supervisor. (22)

From members of the public, regarding quality of life issues. 4 Letters. Copy: Each Supervisor. (23)

BOARD of SUPERVISORS



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 1 Dr. Carlton B. Goodlett Place, Room 244
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 TDD/TTY No. (415) 554-5227

MEMORANDUM

Date: April 25, 2024
 To: Members, Board of Supervisors
 From: *for* Angela Calvillo, Clerk of the Board
 Subject: Mayoral Appointment - Our City, Our Home Oversight Committee

On April 23, 2024, the following complete appointment package was officially received pursuant to Charter, Section 3.100(18). This appointment is effective immediately unless rejected by a two-thirds vote of the Board of Supervisors within 30 days (May 23, 2024).

Pursuant to Administrative Code, Section 5.41-3:

- **Appointment to the Our City, Our Home Oversight Committee**
 - **Lindsay Haddix** - term ending April 22, 2026.

Pursuant to Board Rule 2.18.3, a Supervisor may request a hearing on a Mayoral appointment by timely notifying the Clerk in writing. Upon receipt of such notice, the Clerk shall refer the appointment to the Rules Committee so that the Board may consider the appointment and act within 30 days of the transmittal letter as provided in Charter, Section 3.100(18).

If you wish to hold a hearing on the above appointment, please let me know in writing by noon on Wednesday, May 1, 2024. Once we receive notice, we will work with the Rules Chair to schedule the hearing.

c: Supervisor Hillary Ronen - Rules Committee Chair
 Alisa Somera - Legislative Deputy
 Victor Young - Rules Clerk
 Anne Pearson - Deputy City Attorney
 Tom Paulino - Mayor's Liaison to the Board of Supervisors
 Jesse Mainardi - Mayor's Director of Boards and Commissions

OFFICE OF THE MAYOR
SAN FRANCISCO



LONDON N. BREED
MAYOR

Notice of Appointment

April 22, 2024

San Francisco Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Honorable Board of Supervisors,

Pursuant to Charter Section 3.100(18) and Administrative Code Section 5.41-3 of the City and County of San Francisco, I make the following appointment:

Lindsay Haddix, to Seat 1 of the Our City, Our Home Oversight Committee for a two-year term ending April 22, 2026. This seat was formerly held by Ken Reggio, whose term expired.

I am confident that Ms. Haddix will serve our community well. Attached are her qualifications to serve, which demonstrate how her appointment will represent the communities of interest, neighborhoods and diverse populations of the City and County of San Francisco.

Should you have any question about this appointment, please contact my Director of Boards and Commissions, Jesse Mainardi, at 415.554.6588.

Sincerely,

A handwritten signature in blue ink that reads "London N. Breed".

London N. Breed
Mayor, City and County of San Francisco

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MEMORANDUM

Date: April 25, 2024
 To: Members, Board of Supervisors
 From:  Angela Calvillo, Clerk of the Board
 Subject: Mayoral Nomination - Treasure Island Development Authority Board of Directors

The Office of the Mayor submitted the following complete nomination package, pursuant to Resolution No. 314-98 and Treasure Island Development Authority Bylaws Article V, Section 7. This nomination is subject to confirmation by the Board and not effective until the Board takes action. Given this nominee is not a City Officer, the Board is under no requirement to act within a certain timeframe.

Nomination to Treasure Island Development Authority Board of Directors:

- **Mark Dunlop** - term ending February 26, 2028

Pursuant to Board Rule 2.18.2, the Clerk of the Board shall refer the motion to the Rules Committee and work with the Rules Committee Chair to schedule a hearing.

c: Supervisor Hillary Ronen - Rules Committee Chair
 Alisa Somera - Legislative Deputy
 Victor Young - Rules Clerk
 Anne Pearson - Deputy City Attorney
 Tom Paulino - Mayor's Liaison to the Board of Supervisors
 Jesse Mainardi - Mayor's Director of Boards and Commissions

OFFICE OF THE MAYOR
SAN FRANCISCO



LONDON N. BREED
MAYOR

Notice of Nomination for Appointment

April 19, 2024

San Francisco Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Honorable Board of Supervisors,

Pursuant to the Treasure Island Conversion Act of 1997 and the Treasure Island Development Authority (TIDA) Bylaws, Article V, of the City and County of San Francisco, I make the following nomination:

Mark Dunlop, for reappointment to Seat 6 of the Treasure Island Development Authority Board of Directors for a four-year term ending February 26, 2028.

I am confident that Mr. Dunlop will continue to serve our community well. Attached are his qualifications to serve, which demonstrate how his reappointment represents the communities of interest, neighborhoods and diverse populations of the City and County of San Francisco.

I encourage your support and am pleased to advise you of this reappointment nomination. Should you have any questions, please contact my Director of Boards and Commissions, Jesse Mainardi, at 415.554.6588.

Sincerely,

A handwritten signature in blue ink that reads "London N. Breed".

London N. Breed
Mayor, City and County of San Francisco

From: [Mchugh, Eileen \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [Young, Victor \(BOS\)](#); [PEARSON, ANNE \(CAT\)](#)
Subject: TIME SENSITIVE: Ethics Commission Adoption of Regulations Regarding Campaign Finance Rules
Date: Friday, April 19, 2024 4:42:20 PM
Attachments: [Clerks Memo - 15.102 - 4.19.2024.pdf](#)
[Ethics Commission Referral of Regulations Approved 4.12.24 Signed.pdf](#)
[Ethics Commission Campaign Finance Regulations - APPROVED - 4.12.24.pdf](#)

Dear Supervisors,

The Ethics Commission has submitted new regulations adopted. Please see the memo from the Clerk of the Board for more information and instructions.

Thank you,

Eileen McHugh

Executive Assistant

Office of the Clerk of the Board

Board of Supervisors

1 Dr. Carlton B. Goodlett Place, City Hall, Room 244

San Francisco, CA 94102-4689

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eileen.e.mchugh@sfgov.org | www.sfbos.org

From: Canning, Michael (ETH) <michael.a.canning@sfgov.org>

Sent: Thursday, April 18, 2024 8:49 AM

To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>

Cc: Ford, Patrick (ETH) <patrick.ford@sfgov.org>; RUSSI, BRAD (CAT) <Brad.Russi@sfcityatty.org>;
 Thaikkendiyil, Gayathri (ETH) <gayathri.thaikkendiyil@sfgov.org>; Mchugh, Eileen (BOS)
 <eileen.e.mchugh@sfgov.org>

Subject: Ethics Commission Adoption of Regulations Regarding Campaign Finance Rules

Dear Clerk Calvillo,

Please see the attached transmittal of regulations adopted by the Ethics Commission at its meeting on Friday, April 12, 2024 regarding the City's campaign finance rules, in SF Campaign & Governmental Conduct Code Sections 1.108, 1.112, 1.126, 1.127, 1.142, and 1.170.

If you have any questions about the attached regulations, please feel free to contact me or Executive Director Patrick Ford (patrick.ford@sfgov.org). Thank you.

Best,

Michael

Michael Canning | Policy and Legislative Affairs Manager

pronouns: he/him

San Francisco Ethics Commission

25 Van Ness Ave., Suite 220

San Francisco, CA 94102

Michael.A.Canning@sfgov.org | (415) 252-3130

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MEMORANDUM

Date: April 19, 2024
To: Honorable Members, Board of Supervisors
From: *ACC* Clerk of the Board, Angela Calvillo
Subject: Ethics Commission Regulations Recently Approved

On April 18, 2024, the Ethics Commission submitted revised regulations regarding the City's campaign finance rules, in SF Campaign & Governmental Conduct Code Sections 1.108, 1.112, 1.126, 1.127, 1.142, and 1.170, adopted at the meeting of April 12, 2024.

The San Francisco Charter, Section 15.102, provides that a regulation adopted by the Ethics Commission shall become effective 60 days after the date of its adoption unless before the expiration of this 60-day period, June 17, 2024, two-thirds of all members (eight votes) of the Board of Supervisors vote to disapprove the rule or regulation.

If you wish to hold a hearing on any of these matters, please notify me in writing by **5:00 p.m., Friday, May 3, 2024**, and we will work with the Rules Chair to schedule a hearing.

c: Supervisor Hillary Ronen - Rules Chair
Alisa Somera - Legislative Deputy
Anne Pearson - Deputy City Attorney
Michael Canning - Ethics Commission



San Francisco Ethics Commission

25 Van Ness Avenue, STE 220
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April 18, 2024

Honorable Members of the San Francisco Board of Supervisors
Attention: Angela Calvillo, Clerk of the Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: **Ethics Commission Adoption of Regulations Regarding Campaign Finance Rules**

Dear Members of the Board:

Charter Sec. 15.102, in part, provides that a regulation adopted by the Ethics Commission “shall become effective 60 days after the date of its adoption unless before the expiration of this 60-day period two-thirds of all members of the Board of Supervisors vote to veto the rule or regulation.” This transmits regulations adopted by the Ethics Commission at its meeting on Friday, April 12, 2024 regarding the City’s campaign finance rules, in SF Campaign & Governmental Conduct Code Sections 1.108, 1.112, 1.126, 1.127, 1.142, and 1.170.

The adopted regulations appear as an attachment to this communication. A memo and other related attachments regarding these regulations can be found on the Commission’s website, in [the April 12, 2024 meeting materials for Item 6](#).

These regulations were developed with public input and review, including opportunities to provide feedback at two interested persons meetings and a regular meeting of the Commission.

If you have any questions about the attached regulations, please feel free to contact me or Executive Director Patrick Ford at (415) 252-3100.

Sincerely,

DocuSigned by:
Michael A. Canning

04-18-2024 | 08:39:25 PDT

D76D123B70FA4AE
Michael Canning, Policy and Legislative Affairs Manager

Attachment Included

cc: Patrick Ford, Executive Director; Brad Russi, Office of the City Attorney

ATTACHMENT



San Francisco Ethics Commission

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ETHICS COMMISSION REGULATIONS CONCERNING CAMPAIGN FINANCE

Approved by Ethics Commission: 4/12/24

Draft Regulation Amendments to San Francisco Campaign and Governmental Conduct Code Section 1.100 et seq

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Regulation 1.108-4: Bank Account Location.

For the purposes of Section 1.108, "an office of a bank located in the City and County of San Francisco" includes the office of any bank that is authorized to do business in the City and County of San Francisco. Accounts may be established online, over the telephone, or at a physical office located outside of the City and County of San Francisco, as long as the bank is authorized to do business in the City and County of San Francisco.

...

Regulation 1.112-2: Electronic Campaign Disclosure – Electronic Signatures Verification.

~~(a) Signature Verification Cards~~

- ~~(1) In order to submit an electronically signed campaign finance disclosure statement, the person signing the disclosure statement must have filed a Form SFEC-112a with the Ethics Commission to verify his or her signature.~~
 - ~~(2) The Form SFEC-112a must be signed in the presence of staff of the Ethics Commission during the Commission's regular business hours, or delivered to the Commission with an original signature notarized by a notary public.~~
 - ~~(3) Any individual who signs Form SFEC-112a in the presence of Ethics Commission staff must present valid photo identification issued by a governmental agency, such as a San Francisco City ID, a California ID or driver's license, or a passport.~~
 - ~~(4) The Ethics Commission shall issue a Signer ID and PIN Code to any person who presents a validly completed Form SFEC-112a.~~
 - ~~(5) The person who receives the PIN Code is responsible for all documents signed using the PIN Code.~~
- ~~Example: A candidate receives a Signer ID and PIN Code from the Ethics~~



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~~Commission. The candidate discloses the PIN Code to the treasurer who uses it to sign and file the candidate committee's campaign disclosure forms. The candidate is still responsible for the contents of the campaign disclosure form that is filed with the Ethics Commission.~~

(a) Electronic Signatures

Documents bearing an electronic signature will be treated the same as signed paper documents for the purposes of applicable State and local law. Electronic documents are signed under penalty of perjury under the laws of the State of California. The candidate, treasurer, or other identified signatory is responsible for signing their documents electronically and assumes any liability that results from delegating their electronic signature to another person.

(b) Requirements for Electronic Filing

(1) Required Electronic Filing

Any committee required to file electronic statements under Section 1.112(b) must first file Form SFEC-112b with the Ethics Commission. The Form SFEC-112b may be used to identify those with the authority to sign electronically on behalf of another person.

(b)(2) Voluntary Electronic Filing

Any person or committee who voluntarily opts to file electronic statements under Section 1.112(c) must first file Form SFEC-112b with the Ethics Commission. Thereafter, the person shall be subject to all requirements set forth in Section 1.112 and the regulations thereunder. The Form SFEC-112b may be used to identify those with the authority to sign electronically on behalf of another person.

(c) Any campaign finance disclosure statement that must be filed electronically and that lacks all electronic signatures of the required signers is not deemed filed and may subject the responsible parties to late filing fees, in addition to any other penalty under the Code.



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Regulation 1.126-7: Contributor Information.

A candidate will meet the due diligence requirements of the contribution ban in section 1.126 if the contributor ~~to the candidate~~ certifies under penalty of perjury, in writing, including in electronic format, to the candidate that the following is true:

I am not a City contractor, or a director, officer, greater than 10% owner, or subcontractor of a City contractor, whose contract required the approval of the [list any City elective office the candidate currently holds, the City elective office the candidate is currently seeking, and any state agency on whose board an appointee of the candidate serves] within the last twelve months or whose current bid or proposal will require such approval.

...

Regulation 1.126-9: Hosting Home or Office Fundraisers.

Notwithstanding the definition of "contribution" set forth in the Political Reform Act, for the purpose of Section 1.126, a payment made by an occupant of a home or office for costs related to any meeting or fundraising event held in the occupant's home or office is a contribution, regardless of the value, as is the value of the use of the home or office as a fundraising event venue.

...

Regulation 1.127-3: Contributions by Persons with a Financial Interest in a Land Use Matter – Contributor Attestation.

A candidate will meet the due diligence requirements of section 1.127(c) if the contributor certifies under penalty of perjury, in writing, including in electronic format, to the candidate at the time the contribution is made that the following is true:

I do not have a financial interest in a land use matter, as defined in Campaign and Governmental Conduct Code section 1.127(a) (which excludes my primary residence), that is currently pending before the Board of Appeals, Board of Supervisors, Building Inspection Commission, Commission on Community Investment and Infrastructure, Historic Preservation Commission, Planning Commission, Port Commission, or Treasure Island Development Authority Board of Directors, nor have I had a financial interest in any such land use matter for which any of these boards or commissions has rendered a final decision or ruling within the last twelve months.



San Francisco Ethics Commission

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Regulation 1.127-4: Hosting Home or Office Fundraisers.

Notwithstanding the definition of "contribution" set forth in the Political Reform Act, for the purpose of Section 1.127, a payment made by an occupant of a home or office for costs related to any meeting or fundraising event held in the occupant's home or office is a contribution, regardless of the value, as is the value of the use of the home or office as a fundraising event venue.

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Regulation 1.142-6: Certification.

(a) Executive Director's Determination.

(1) The Executive Director shall determine whether to certify a candidate no later than 30 days after the candidate submits the documents required under sections 1.142(a) and 1.142(b).

(2) Any candidate who files Form SFEC-142(a) indicating an intent to participate in the public financing program but who fails to file Form SFEC-142(b) by the 70th day before the election is ineligible to participate in the public financing program and the Executive Director shall notify the candidate that he or she is ineligible.

(3) The Executive Director may take whatever steps he or she deems necessary to determine whether to certify a candidate including, but not limited to, reviewing the materials submitted by a candidate, auditing a candidate's records, and interviewing a candidate's contributors. In addition, the Executive Director may require any candidate to file Form SFEC-152 in order to determine whether a candidate who seeks public financing is opposed by another candidate pursuant to section 1.140(b)(3) or 1.140(c)(3).

(4) The Executive Director may not review a Form SFEC-142(b) filed by a candidate unless and until the candidate has filed a Form SFEC-142(a) indicating an intent to participate in the public financing program. (5) The Executive Director may not review a Form SFEC-142(b) filed by a candidate if the candidate has failed to file the Form SFEC 142(b) by the deadline established by Section 1.142(b) or, for resubmissions, the deadline established by Section 1.142(f).

(b) Conditional Certification.

(1) The Executive Director may conditionally certify a candidate for the Board of Supervisors in order to comply with the 30-day requirement set forth in subsection (a) of this regulation and subsection (c) of section 1.142. The Executive Director may issue a conditional certification if a candidate for the Board of Supervisors has satisfied every requirement for certification except the requirement that the candidate be opposed by another candidate who has either established eligibility to receive public financing, or has received contributions or made expenditures which in the aggregate equal or



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exceed \$105,000. A candidate who has received a conditional certification shall be eligible to begin to receive public financing at any time after the Executive Director determines that the candidate is opposed by another candidate who has either established eligibility to receive public financing, or has received contributions or made expenditures which in the aggregate equal or exceed \$105,000. A conditional certification, by itself, does not establish that a candidate is eligible to receive public funds.

(2) The Executive Director may conditionally certify a candidate for the Mayor in order to comply with the 30-day requirement set forth in subsection (a) of this regulation and subsection (c) of section 1.142. The Executive Director may issue a conditional certification if a candidate for Mayor has satisfied every requirement for certification except the requirement that the candidate be opposed by another candidate who has either established eligibility to receive public financing, or has received contributions or made expenditures which in the aggregate equal or exceed \$50,000. A candidate who has received a conditional certification shall be eligible to begin to receive public financing at any time after the Executive Director determines that the candidate is opposed by another candidate who has either established eligibility to receive public financing, or has received contributions or made expenditures which in the aggregate equal or exceed \$50,000. A conditional certification, by itself, does not establish that a candidate is eligible to receive public funds.

Regulation 1.170-1: Provision of Documents.

The Ethics Commission may specify and require the method by which evidence, records, documents, and information is provided for audits and investigations, including in electronic format. Failure to provide evidence, records, documents, or information in the format specified by the Ethics Commission constitutes withholding such materials.

Regulation 1.170-2: Provision of Documents.

Failure to provide evidence, records, documents, or information requested pursuant to a subpoena from the Ethics Commission, or to provide a timely response to a subpoena, constitutes withholding of such materials.



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ETHICS COMMISSION REGULATIONS CONCERNING CAMPAIGN FINANCE

Approved by Ethics Commission: 4/12/24

Draft Regulation Amendments to San Francisco Campaign and Governmental Conduct Code Section 1.100 et seq

...

Regulation 1.108-4: Bank Account Location.

For the purposes of Section 1.108, "an office of a bank located in the City and County of San Francisco" includes the office of any bank that is authorized to do business in the City and County of San Francisco. Accounts may be established online, over the telephone, or at a physical office located outside of the City and County of San Francisco, as long as the bank is authorized to do business in the City and County of San Francisco.

...

Regulation 1.112-2: Electronic Campaign Disclosure – Electronic Signatures Verification.

~~(a) Signature Verification Cards~~

- ~~(1) In order to submit an electronically signed campaign finance disclosure statement, the person signing the disclosure statement must have filed a Form SFEC-112a with the Ethics Commission to verify his or her signature.~~
 - ~~(2) The Form SFEC-112a must be signed in the presence of staff of the Ethics Commission during the Commission's regular business hours, or delivered to the Commission with an original signature notarized by a notary public.~~
 - ~~(3) Any individual who signs Form SFEC-112a in the presence of Ethics Commission staff must present valid photo identification issued by a governmental agency, such as a San Francisco City ID, a California ID or driver's license, or a passport.~~
 - ~~(4) The Ethics Commission shall issue a Signer ID and PIN Code to any person who presents a validly completed Form SFEC-112a.~~
 - ~~(5) The person who receives the PIN Code is responsible for all documents signed using the PIN Code.~~
- ~~Example: A candidate receives a Signer ID and PIN Code from the Ethics~~



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~~Commission. The candidate discloses the PIN Code to the treasurer who uses it to sign and file the candidate committee's campaign disclosure forms. The candidate is still responsible for the contents of the campaign disclosure form that is filed with the Ethics Commission.~~

(a) Electronic Signatures

Documents bearing an electronic signature will be treated the same as signed paper documents for the purposes of applicable State and local law. Electronic documents are signed under penalty of perjury under the laws of the State of California. The candidate, treasurer, or other identified signatory is responsible for signing their documents electronically and assumes any liability that results from delegating their electronic signature to another person.

(b) Requirements for Electronic Filing

(1) Required Electronic Filing

Any committee required to file electronic statements under Section 1.112(b) must first file Form SFEC-112b with the Ethics Commission. The Form SFEC-112b may be used to identify those with the authority to sign electronically on behalf of another person.

(b)(2) Voluntary Electronic Filing

Any person or committee who voluntarily opts to file electronic statements under Section 1.112(c) must first file Form SFEC-112b with the Ethics Commission. Thereafter, the person shall be subject to all requirements set forth in Section 1.112 and the regulations thereunder. The Form SFEC-112b may be used to identify those with the authority to sign electronically on behalf of another person.

(c) Any campaign finance disclosure statement that must be filed electronically and that lacks all electronic signatures of the required signers is not deemed filed and may subject the responsible parties to late filing fees, in addition to any other penalty under the Code.



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Regulation 1.126-7: Contributor Information.

A candidate will meet the due diligence requirements of the contribution ban in section 1.126 if the contributor ~~to the candidate~~ certifies under penalty of perjury, in writing, including in electronic format, to the candidate that the following is true:

I am not a City contractor, or a director, officer, greater than 10% owner, or subcontractor of a City contractor, whose contract required the approval of the [list any City elective office the candidate currently holds, the City elective office the candidate is currently seeking, and any state agency on whose board an appointee of the candidate serves] within the last twelve months or whose current bid or proposal will require such approval.

...

Regulation 1.126-9: Hosting Home or Office Fundraisers.

Notwithstanding the definition of "contribution" set forth in the Political Reform Act, for the purpose of Section 1.126, a payment made by an occupant of a home or office for costs related to any meeting or fundraising event held in the occupant's home or office is a contribution, regardless of the value, as is the value of the use of the home or office as a fundraising event venue.

...

Regulation 1.127-3: Contributions by Persons with a Financial Interest in a Land Use Matter – Contributor Attestation.

A candidate will meet the due diligence requirements of section 1.127(c) if the contributor certifies under penalty of perjury, in writing, including in electronic format, to the candidate at the time the contribution is made that the following is true:

I do not have a financial interest in a land use matter, as defined in Campaign and Governmental Conduct Code section 1.127(a) (which excludes my primary residence), that is currently pending before the Board of Appeals, Board of Supervisors, Building Inspection Commission, Commission on Community Investment and Infrastructure, Historic Preservation Commission, Planning Commission, Port Commission, or Treasure Island Development Authority Board of Directors, nor have I had a financial interest in any such land use matter for which any of these boards or commissions has rendered a final decision or ruling within the last twelve months.



San Francisco Ethics Commission

25 Van Ness Avenue, STE 220
San Francisco, CA 94102-6053
ethics.commission@sfgov.org
415-252-3100 | sfethics.org

Regulation 1.127-4: Hosting Home or Office Fundraisers.

Notwithstanding the definition of “contribution” set forth in the Political Reform Act, for the purpose of Section 1.127, a payment made by an occupant of a home or office for costs related to any meeting or fundraising event held in the occupant’s home or office is a contribution, regardless of the value, as is the value of the use of the home or office as a fundraising event venue.

...

Regulation 1.142-6: Certification.

(a) Executive Director’s Determination.

(1) The Executive Director shall determine whether to certify a candidate no later than 30 days after the candidate submits the documents required under sections 1.142(a) and 1.142(b).

(2) Any candidate who files Form SFEC-142(a) indicating an intent to participate in the public financing program but who fails to file Form SFEC-142(b) by the 70th day before the election is ineligible to participate in the public financing program and the Executive Director shall notify the candidate that he or she is ineligible.

(3) The Executive Director may take whatever steps he or she deems necessary to determine whether to certify a candidate including, but not limited to, reviewing the materials submitted by a candidate, auditing a candidate’s records, and interviewing a candidate’s contributors. In addition, the Executive Director may require any candidate to file Form SFEC-152 in order to determine whether a candidate who seeks public financing is opposed by another candidate pursuant to section 1.140(b)(3) or 1.140(c)(3).

(4) The Executive Director may not review a Form SFEC-142(b) filed by a candidate unless and until the candidate has filed a Form SFEC-142(a) indicating an intent to participate in the public financing program. (5) The Executive Director may not review a Form SFEC-142(b) filed by a candidate if the candidate has failed to file the Form SFEC 142(b) by the deadline established by Section 1.142(b) or, for resubmissions, the deadline established by Section 1.142(f).

(b) Conditional Certification.

(1) The Executive Director may conditionally certify a candidate for the Board of Supervisors in order to comply with the 30-day requirement set forth in subsection (a) of this regulation and subsection (c) of section 1.142. The Executive Director may issue a conditional certification if a candidate for the Board of Supervisors has satisfied every requirement for certification except the requirement that the candidate be opposed by another candidate who has either established eligibility to receive public financing, or has received contributions or made expenditures which in the aggregate equal or



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exceed \$105,000. A candidate who has received a conditional certification shall be eligible to begin to receive public financing at any time after the Executive Director determines that the candidate is opposed by another candidate who has either established eligibility to receive public financing, or has received contributions or made expenditures which in the aggregate equal or exceed \$105,000. A conditional certification, by itself, does not establish that a candidate is eligible to receive public funds.

(2) The Executive Director may conditionally certify a candidate for the Mayor in order to comply with the 30-day requirement set forth in subsection (a) of this regulation and subsection (c) of section 1.142. The Executive Director may issue a conditional certification if a candidate for Mayor has satisfied every requirement for certification except the requirement that the candidate be opposed by another candidate who has either established eligibility to receive public financing, or has received contributions or made expenditures which in the aggregate equal or exceed \$50,000. A candidate who has received a conditional certification shall be eligible to begin to receive public financing at any time after the Executive Director determines that the candidate is opposed by another candidate who has either established eligibility to receive public financing, or has received contributions or made expenditures which in the aggregate equal or exceed \$50,000. A conditional certification, by itself, does not establish that a candidate is eligible to receive public funds.

Regulation 1.170-1: Provision of Documents.

The Ethics Commission may specify and require the method by which evidence, records, documents, and information is provided for audits and investigations, including in electronic format. Failure to provide evidence, records, documents, or information in the format specified by the Ethics Commission constitutes withholding such materials.

Regulation 1.170-2: Provision of Documents.

Failure to provide evidence, records, documents, or information requested pursuant to a subpoena from the Ethics Commission, or to provide a timely response to a subpoena, constitutes withholding of such materials.

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#)
Subject: FW: Rating Changes
Date: Tuesday, April 23, 2024 8:23:00 AM

Dear Supervisors,

Please see below from the Controller's Office regarding rating changes for the City's general obligation bonds (GOBs) and certificates of participation (COPs).

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Sent: Tuesday, April 23, 2024 8:02 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Subject: FW: Rating Changes

From: Van Degna, Anna (CON) <anna.vandegna@sfgov.org>
Sent: Monday, April 22, 2024 6:23 PM

To: Van Degna, Anna (CON) <anna.vandegna@sfgov.org>

Cc: Wagner, Greg (CON) <greg.wagner@sfgov.org>

Subject: Rating Changes

Credit Rating Changes

This week, the City and County of San Francisco received updates from two of the three agencies that provide credit ratings for the City's general obligation bonds (GOBs) and certificates of participation (COPs). The rating changes include (i) a **downward** revision in outlook from S&P Global and (ii) an **upward** rating revision from Fitch. Fitch's rating upgrade reflected the implementation of new rating criteria, as further described below. There were no changes to the Moody's outlook or ratings.

- **S&P Global** - No change to **AAA** GOB Rating – Outlook changed to **“Negative”** from **“Stable”**
- **Fitch** - GOB Rating change from **AA+** to **AAA** - Outlook is **“Stable”**; previously **“Under Criteria Observation”**
- **Moody's** - No change to **Aaa** GOB Rating – No change to **“Negative”** Outlook which has been in place since July 2023

S&P Global – Downward Revision to Rating Outlook

On April 22, 2024, S&P Global Ratings revised its outlook on the City's outstanding GOBs and COPs from **“Stable”** to **“Negative”**. In addition to the outlook change, S&P assigned AAA and AA+ ratings for the City's anticipated sales of GOBs and COPs, respectively. The City's anticipated GOBs were assigned a rating of AAA, which is the highest possible level. The City's anticipated COPs were assigned a rating of AA+, one level below the City's GOB ratings, a normal relationship between GOB and general fund-secured lease obligations. The S&P report announcing the outlook change stated that the revision was reflective of S&P's *“view of the slow recovery of the City's major revenue streams and growing budgetary expenditures that will likely lead to continued general fund shortfalls and draws on existing reserves if management doesn't make substantive budgetary corrections in the near term.”*

Fitch – Upward Revision to Rating

In early April, Fitch updated its criteria for rating U.S. Local Government entities. At the same time, Fitch alerted the City that its ratings were being placed **“Under Criteria Observation”**. On April 22, 2024, Fitch announced the upgrade of the City's (i) GOB ratings from **AA+** to **AAA** and (ii) COP ratings from **AA** to **AA+** based on its implementation of the new U.S. Public Finance Local Government Rating Criteria. In the report announcing the upgrade, the impact of Fitch's new criteria on the City's credit was described. Of note, the new criteria includes two new positive *“analytical factor notches”* for San Francisco recognizing: (i) *“the city's role as the center of an important and growing MSA with a vital role in the national economy”* and (ii) *“the city's exceptionally high market value per capita and strong record of voter approved revenue initiatives underpin a greater capacity to tap into revenue-generating resources.”*

-

Moody's – No Revision to Rating or Rating Outlook

Last week, Moody's affirmed (i) the City's Aaa GOB rating and (ii) the City's Aa1 and Aa2 COPs ratings. Additionally, Moody's maintained the Negative outlook it assigned to the City's credit ratings in July of 2023. Moody's report noted that the *“negative outlook continues to reflect the various near term financial and economic headwinds facing San Francisco”* including an expectation that the City

will draw on reserves in FY24 and FY25, as well as projected out year deficits through FY28 largely reflecting the underlying sluggish economic recovery in the City, particularly in commercial real estate and retail sales.

Anna Van Degna (*she/her/hers*)

Director, Controller's Office of Public Finance

City & County of San Francisco

1 Dr. Carlton B. Goodlett Place

City Hall, Room 338

San Francisco, CA 94102

Phone: (415) 554-5956

Email: anna.vandegna@sfgov.org

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Small Business Commission Resolution Declaring Small Business Week 2024
Date: Wednesday, April 24, 2024 10:58:50 AM
Attachments: [2024 Small Business Week Resolution.pdf](#)

Dear Supervisors,

Please see below and attached for a Small Business Commission resolution declaring Small Business Week 2024.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From: Birnbach, Kerry (ECN) <kerry.birnbach@sfgov.org>
Sent: Wednesday, April 24, 2024 10:12 AM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Cc: BOS-Assistant Clerks <bos-assistant_clerks@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>; Tang, Katy (ECN) <katy.tang@sfgov.org>; Ruiz-Cornejo, Victor (MYR) <victor.ruiz-cornejo@sfgov.org>
Subject: Small Business Commission Resolution Declaring Small Business Week 2024

Please find the Resolution 01-2024, declaring Small Business Week May 6th-10th 2024,

attached.

Thanks,
Kerry Birnbach

Senior Policy Analyst/Commission Secretary
Small Business Commission
628-652-4983 | kerry.birnbach@sfgov.org | she/her
[Office of Small Business](#) | City and County of San Francisco



CYNTHIA HUIE, PRESIDENT
MIRIAM ZOUZOUNIS, VICE PRESIDENT
RON BENITEZ, COMMISSIONER
DIMITRI CORNET, COMMISSIONER
LAWANDA DICKERSON, COMMISSIONER
RACHEL HERBERT, COMMISSIONER
WILLIAM ORTIZ-CARTAGENA, COMMISSIONER

April 22, 2024

Resolution 01-2024-SBC

Resolution Declaring Small Business Week May 6-10, 2024

WHEREAS, Small businesses account for approximately 95% of total businesses in San Francisco; and

WHEREAS, Small businesses employ hundreds of thousands of San Franciscans; and

WHEREAS, San Francisco’s small businesses reflect the wide array of cultures and ideas that make San Francisco unique; and

WHEREAS, Small businesses are vital contributors to the local economy; and

WHEREAS, Small businesses serve as neighborhood leaders who support safe, welcoming, and thriving commercial corridors; and

WHEREAS, San Francisco is currently home to over 400 Legacy businesses, each of which have supported their communities for over 30 years; and

WHEREAS, The Small Business Commission and Office of Small Business have collaborated with nonprofit, government, and corporate partners to celebrate and recognize the achievements of small businesses in the San Francisco area; and

WHEREAS, Small Businesses Week consists of week-long festivities including receptions and awards to honor small businesses, seminars and workshops to provide guidance and technical assistance, business mixers, and more, which help support and enhance the development of small businesses;

Now, therefore, be it RESOLVED, That the Small Business Commission declares May 6, 2024 to May 10, 2024 as “Small Business Week” in the City and County of San Francisco.

I hereby certify that the Small Business Commission ADOPTED the foregoing Resolution on April 22, 2024.

A handwritten signature in blue ink that reads "Katy Tang".

Katy Tang
Director, Office of Small Business

Ayes – Benitez, Cornet, Dickerson, Ortiz-Cartagena, Zouzounis

Absent – Herbert, Huie



1305-11

LONDON N. BREED

MAYOR
BOARD OF SUPERVISORS
SAN FRANCISCO

2024 APR 24 PM 4: 01

BY

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Eileen Mariano, Office of Mayor London N. Breed
CC: Joshua Cardenas, Office of Mayor London N. Breed
RE: State Legislation Committee Bill Positions April 24, 2024 Meeting
DATE: Wednesday, April 24, 2024

Dear Madam Clerk:

Please be advised that the State Legislation Committee approved the following positions on legislation pending before the California State Legislature:

AB/SB	Bill #	Author(s)	Title	Adopted Position
SB	1184	Eggman	Mental health: involuntary treatment: antipsychotic medication	Support
AB	1842	Reyes	Health care coverage: Medication-assisted treatment	Support
AB	1789	Quirk-Silva	Department of Housing and Community Development	Support
AB	2221	Carillo	Broadband projects: electric power design approval	Oppose
AB	2962	Papan	Wholesale Regional Water System Security and Reliability Act	Support
SB	1066	Blakespear	Marine Flare Producer Responsibility Act	Support
SB	1180	Ashby	Health care coverage: Emergency Medical Services	Support
AB	2636	Bains	Mello-Granlund Older Californians Act	Support

Present at the meeting were representatives from the Mayor’s Office, Supervisor Dean Preston’s Office, Supervisor Connie Chan’s Office, Assessor’s Office, the Controller’s Office, and the Treasurer’s Office.

In addition, please find attached the approved minutes from the March 27, 2024 meeting.

Should the Board of Supervisors wish to find more information on these matters, they may do so at the following link: <http://sfgov.org/slc/>.

Sincerely,

Eileen Mariano
Manager of State and Federal Legislative Affairs



**STATE LEGISLATION
COMMITTEE
Wednesday, March 27, 2024
10:00am – 12:00pm
City Hall, Room 201**

This meeting will be held in person at the location listed above. Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above. Members of the public may view the meeting by clicking the link below or calling the below number provided:

<https://sfpublic.webex.com/sfpublic/j.php?MTID=m7bd3926da82ceb21c706f1bacbd9f417>

Meeting ID: 2664 959 7581 **Meeting Password:** CmPsgqsi733
Join by Phone at +1-415-655-0001 (Please dial # after entering the Meeting ID to view the meeting)

(Public Comment Instructions available on page 6)

Members

Mayor's Office (Chair) – Eileen Mariano
Supervisor Dean Preston -- Preston Kilgore
Supervisor Connie Chan -- Frances Hsieh
Assessor's Office -- Holly Lung
City Attorney's Office -- Rebekah Krell
Controller's Office -- Hannah Kohanzadeh
Treasurer's Office -- Eric Manke

AGENDA

Meeting commenced at 10:03am.

I. ROLL CALL

Present: Eileen Mariano, Preston Kilgore, Rebekah Krell, Hannah Kohanzadeh, and Eric Manke.

Absent: Frances Hsieh and Holly Lung.

II. APPROVAL OF MEETING MINUTES (Action Item). Discussion and possible action to approve the minutes from the meeting on February 28, 2024.

Motion to Approve: Eric Manke
Seconded by: Preston Kilgore

Approved: 5-0

III. STATE LOBBYIST OVERVIEW AND UPDATE (Discussion Item).

The City's state lobbyist will present to the Committee an update on State legislative matters.

Presenter: Paul Yoder and Karen Lange, Partners of Shaw Yoder Antwih Schmelzer & Lange

IV. PROPOSED LEGISLATION (Discussion and Action). Discussion and possible action item: the Committee will review and discuss state legislation affecting the City and County of San Francisco. Items are listed by Department, then by bill number.

New Business

Department of Public Health

Presenter: Max Gara

AB 1975 (Bonta): Medi-Cal: Medically Supportive Food and Nutrition Interventions.

Recommended Position: Support

This bill aims to directly address racial and ethnic health disparities, combat chronic disease, and reduce rates of food and nutrition insecurity among Medi-Cal enrollees by making medically supportive food and nutrition interventions a permanent covered benefit under the Medi-Cal program.

Public Comment: No public comment.
Motion to Support AB 1975: Eric Manke
Seconded by: Preston Kilgore
Approved: 5-0

Department of Environment

Presenter: Hilary Near

AB 2346 (Lee) Organic waste reduction regulations: procurement of recovered organic waste products.

Recommended Position: Support

The Short-Lived Climate Pollutant Reduction Act (SB 1383) requires California jurisdictions to procure an amount of "organic waste products" that is proportionate to their populations. The amendments proposed in AB 2346 would simplify the process of documenting agreements with external service providers to fulfill SB 1383's procurement requirements on behalf of jurisdictions. In addition, AB 2346 proposes to extend procurement credit for activities and investments that build markets or create additional capacity for locally processed organics, including community composting.

Public Comment: No public comment.

Motion to Support AB 2346: Eric Manke
Seconded by: Hannah Kohanzadeh
Approved: 5-0

Department of Environment

Presenter: Hilary Near

SB 1167 (Blakespear): Solid waste: single-use drinking vessels.

Recommended Position: Support

SB 1167 would prohibit chain restaurants from serving or offering for sale beverages in single-use vessels to customers dining or consuming the beverage on the premises.

Public Comment: No public comment.
Motion to Support SB 1167: Preston Kilgore
Seconded by: Hannah Kohanzadeh
Approved: 5-0

San Francisco Human Services Agency

Presenter: Susie Smith

AB 3079 (Ting): In-Home Supportive Services program: undocumented related providers

Recommended Position: Sponsor

This bill would develop a policy permitting undocumented In-Home Supportive Service recipients to select their undocumented relative as their IHSS provider of choice. These providers would give their Individual Taxpayer Identification Number (ITIN), in lieu of a Social Security Number, in completing employment documentation. It would also waive the background check normally required by providers and instead require a self-attestation.

Public Comment: No public comment.
Motion to Support AB 3079: Preston Kilgore
Seconded by: Eric Manke
Approved: 5-0

San Francisco Municipal Transportation Agency

Presenter: Monique Webster

SB 689 (Blakespear): Local coastal program: bicycle lane: amendment.

Recommended Position: Support

The bill will make it easier to convert vehicular traffic lanes to bicycle lanes/nonvehicular uses. It achieves this by:

1. Not requiring a traffic study for purposes of a coastal development permit or a change to a Local Coastal Program, when converting a vehicle travel lane to a dedicated bicycle lane; and
2. Provides that changes to Local Coastal Program to create a dedicated bicycle lane in the right of way would be eligible for a simplified approval

process (de minimis), only requiring Commission Director's approval.

The de minimis approval process already exists for qualified amendments to local programs, as described by [Public Resource Code 30154](#). The de minimis process ensures that improvements that align with the California Coastal Act are reviewed and implemented quickly and improves governmental accountability and responsiveness.

Providing streamlined approval processes for minor traffic improvement projects increases the responsiveness and effectiveness of City agencies, makes efficient use of taxpayer money and City staff time, and better meets the needs of San Francisco residents.

Public Comment: No public comment.
Motion to Support SB 689: Eric Manke
Seconded by: Preston Kilgore
Approved: 5-0

San Francisco Public Utilities Commission

Presenter: Rebecca Peacock

SB 903 (Skinner): Environmental health: product safety: perfluoroalkyl and polyfluoroalkyl substances.

Recommended Position: Support

This bill would, beginning January 1, 2030, prohibit a person from distributing, selling, or offering for sale a product that contains intentionally added PFAS, unless the Department of Toxic Substances Control (DTSC) has made a determination that the use of PFAS in the product is a currently unavoidable use, the prohibition is preempted by federal law, or the product is used. The bill would require the department to maintain on its internet website a list of each determination of currently unavoidable use, when each determination expires, and the products and uses that are exempt from the prohibition. The bill would impose a civil penalty for a violation of the prohibition and establish the PFAS Penalty Account, requiring all civil penalties received to be deposited into that account. Upon appropriation by the Legislature, these penalties will be used for the administration and enforcement of the bill's provisions.

By January 1, 2027, DTSC would be required to adopt regulations to carry out the provisions of this bill, which must include regulations establishing and providing for the assessment of an application fee. The bill would create the PFAS Oversight Fund and require all application fees to be deposited into the fund. Upon appropriation by the Legislature, the bill would require these application fees be used to cover the department's reasonable costs of administering this act.

The San Francisco Public Utilities Commission (SFPUC) recommends a support position for SB 903.

Public Comment: No public comment.
Motion to Support SB 689: Preston Kilgore

Seconded by: Hannah Kohanzadeh
Approved: 5-0

V. GENERAL PUBLIC COMMENT

Members of the public may address the Committee on items of interest that are within the Committee's subject matter jurisdiction and that do not appear on the agenda.

Public Comment: No public comment.

VI. ADJOURNMENT

Meeting ended at 10:36 am.

Disability Access

Room 201 of City Hall is located at 1 Dr. Carlton B. Goodlett Place and is wheelchair accessible. The closest accessible BART Station is Civic Center, three blocks from City Hall. Accessible Muni lines serving this location are: #47 Van Ness, and the #71 Haight/Noriega and the F Line to Market and Van Ness, as well as Muni Metro stations at Van Ness and Civic Center. For more information about Muni accessible services, call 923-6142. There is accessible parking at the Civic Center Plaza garage.

The State Legislation Committee does not permit remote public comment by members of the public its meetings, except as legally required to enable people with disabilities to participate in such meetings. If you require remote access as a means of reasonable accommodation under ADA, please contact the State Legislation Committee to request remote access, including a description of the functional limitation(s) that precludes your ability to attend in person. Requests made at least two business days in advance of the meeting will help to ensure availability. For further assistance, please contact Joshua Cardenas, Mayor's Office, at: joshua.cardenas@sfgov.org.

Know Your Rights Under the Sunshine Ordinance

The government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils, and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, contact the Donna Hall at Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, by phone at 415-554-7724, by fax at 415-554-7854, or email the Sunshine Ordinance Taskforce Administrator at sotf@sfgov.org. Citizens may obtain a free copy of the Sunshine Ordinance by contacting the Task Force, or by printing Chapter 67 of the San Francisco Administrative Code on the Internet, at www.sfgov.org/sunshine.htm.

Lobbyist Registration and Reporting Requirements

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance (San Francisco Campaign and Governmental Conduct Code Sec. 2.100 -2.160) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 30 Van Ness Avenue, Suite 3900, San Francisco, CA 94102; telephone 415-581-2300, fax 415-581-2317, Internet website: www.sfgov.org/ethics.

Cell Phones and Pagers

The ringing and use of cell phones, pagers, and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS Legislation, \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: CalHDF public comment re 72 Harper St for 23Apr2024 BOS meeting
Date: Tuesday, April 23, 2024 1:42:32 PM
Attachments: [San Francisco - 72 Harper Street - HAA & SB9 letter.pdf](#)

Dear Supervisors,

Please see below and attached regarding:

File No. 240246 - Hearing - Appeal of Determination of Exemption From Environmental Review- Proposed 72 Harper Street Project

Regards,

Richard Lagunte
 Office of the Clerk of the Board
 San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: James Lloyd <james@calhdf.org>
Sent: Tuesday, April 23, 2024 1:12 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; ChanStaff (BOS) <chanstaff@sfgov.org>; EngardioStaff (BOS) <EngardioStaff@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; DorseyStaff (BOS) <DorseyStaff@sfgov.org>; MandelmanStaff (BOS) <mandelmanstaff@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Ronen, Hillary (BOS) <hillary.ronen@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>

Cc: Cityattorney <Cityattorney@sfcityatty.org>; Hillis, Rich (CPC) <rich.hillis@sfgov.org>

Subject: CalHDF public comment re 72 Harper St for 23Apr2024 BOS meeting

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

Dear San Francisco Board of Supervisors,

Please see attached CalHDF's public comment regarding the proposed housing development project at 72 Harper Street, calendared as agenda item 21 for the 23 April 2024 Board of Supervisors meeting

Sincerely,

James M. Lloyd
Director of Planning and Investigations
California Housing Defense Fund
james@calhdf.org



Apr 23, 2024

**San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689**

Re: 72 Harper Street

**By email: Board.of.Supervisors@sfgov.org; ChanStaff@sfgov.org;
EngardioStaff@sfgov.org; MelgarStaff@sfgov.org; Dean.Preston@sfgov.org;
Ahsha.Safai@sfgov.org; Ahsha.Safai@sfgov.org; DorseyStaff@sfgov.org;
MandelmanStaff@sfgov.org; Aaron.Peskin@sfgov.org; Hillary.Ronen@sfgov.org;
Catherine.Stefani@sfgov.org**

CC: cityattorney@sfcityatty.org; rich.hillis@sfgov.org

Dear San Francisco Board of Supervisors,

The California Housing Defense Fund (“CalHDF”) submits this letter to inform the Board of Appeals of its obligation to abide by SB 9 (Gov. Code, § 65852.21) and the Housing Accountability Act (Gov. Code, § 65589.5, the “HAA”) when considering the requested Appeal of Determination of Exemption From Environmental Review of the proposed housing development project at 72 Harper Street. Specifically, SB 9 obliges the City to approve the project ministerially, and the HAA only allows for disapproval if certain health and safety findings are made.

The proposed housing development project at 72 Harper Street meets the criteria for ministerial approval pursuant to SB 9 (Gov. Code, § 65852.21, subd. (a)), which specifies that “A proposed housing development containing no more than two residential units within a single-family residential zone shall be considered ministerially ...” if the development meets certain criteria - all of which are met by the proposed development at 72 Harper Street. Regarding the historic preservation argument, an exception is only allowed if the project is located within a historic district or list listed on the state historic resources inventory, neither of which applies to the project. Gov. Code, § 65852.21, subd. (a)(6):

The development is not located within a historic district or property included on the State Historic Resources Inventory, as defined in Section 5020.1 of the Public

Resources Code, or within a site that is designated or listed as a city or county landmark or historic property or district pursuant to a city or county ordinance.

While SB 9 allows for local governments to “impose objective zoning standards, objective subdivision standards, and objective design review standards” to proposed housing developments, the City here has already determined that all applicable standards have been met. The City is therefore under a ministerial duty to approve of the proposed housing development. The allowance of discretionary review and appeal for this project is a violation of state housing law, the Board should dismiss this appeal and approve of the project as required.

As outlined above, the proposed project is subject to ministerial approval under state housing law, therefore CEQA does not apply and the appeal of the CEQA determination was improperly allowed. Even if CEQA did apply to this project, pursuant to CEQA Guidelines § 15301, the project is entitled to an exemption from CEQA, which exempts interior and exterior alterations and additions under 10,000 sq. ft. Recent caselaw from the California Court of Appeal affirms that local governments err, and may be sued, when they improperly refuse to grant a project a CEQA exemption or streamlined CEQA review to which it is entitled. (*Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, 911.)

The HAA, furthermore, mandates approval of all housing development projects that comply with applicable zoning and general plan provisions. (Gov. Code, § 65589.5, subd. (j).) As the application here constitutes a “housing development project” (*see id.* at subd. (h)(2)) complying with the relevant zoning and general plan rules, it receives this protection under the HAA. The Board of Supervisors may disapprove the application only if it makes written findings, based on a preponderance of the evidence in the record, that the project would have a specific, adverse impact upon the public health and safety. (*Id.* at subd. (j)(1).) Such an impact must be identified pursuant to a written public health or safety standard or policy in effect when the application was deemed complete. (*Ibid.*) Since no extant written standard or policy would justify such a finding, and since the preponderance of the evidence in the record does not support such a finding in any case, the Board of Supervisors may not legally disapprove the application.

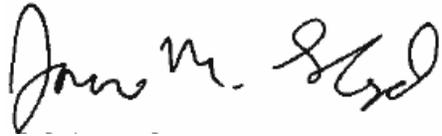
As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this in urban settings is a public benefit; it will bring increased tax revenue; it will reduce displacement of existing residents; and it will help the state achieve its climate goals by providing additional housing in a walkable urban center, as opposed to in far-flung, car-dependent regions of the state. Most importantly, it will allow for an intergenerational household, especially important so that our seniors can age with their families. While no one project will solve the statewide housing crisis, the proposed development is a step in the right direction. CalHDF urges the Commission to approve the project, consistent with its obligations under state law.

CalHDF is a 501(c)3 non-profit corporation whose mission includes advocating for increased access to housing for Californians at all income levels, including low-income households. You may learn more about CalHDF at www.calhdf.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dylan Casey". The signature is stylized with large loops and a long horizontal stroke extending to the right.

Dylan Casey
CalHDF Executive Director

A handwritten signature in black ink, appearing to read "James M. Lloyd". The signature is written in a cursive style with a prominent initial "J".

James M. Lloyd
CalHDF Director of Planning and Investigations

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS Legislation, \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: CEQA Appeal - 72 Harper Street (Case No. 2023-002706ENV)
Date: Tuesday, April 23, 2024 1:44:00 PM
Attachments: [2024.04.23 Declaration of Garavaglia - Executed.pdf](#)
[BOS-Sponsor-Cega-Response-Krishna.pdf](#)

Dear Supervisors,

Please see below and attached regarding:

File No. 240246 - Hearing - Appeal of Determination of Exemption From Environmental Review- Proposed 72 Harper Street Project

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From: Brian O'Neill <brian@pattersononeill.com>
Sent: Tuesday, April 23, 2024 1:39 PM
To: Ryan Patterson <ryan@pattersononeill.com>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>; Lew, Lisa (BOS) <lisa.lew@sfgov.org>
Subject: CEQA Appeal - 72 Harper Street (Case No. 2023-002706ENV)



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

Hello,

Please see the attached declaration from Michael Garavaglia regarding the 72 Harper Street CEQA appeal (Case No. 2023-002706ENV). We would like this declaration to be included in the record for this matter. Additionally, I have attached a letter from one of the appellants that was submitted earlier, but we do not see a copy of the letter in the file. Please also include this in the record for this matter.

Thank you,
Brian

Brian O'Neill
Patterson & O'Neill, PC
Office: (415) 907-9110
Direct: (415) 907-7702
235 Montgomery Street, Suite 950
San Francisco, CA 94104
brian@pattersononeill.com
www.pattersononeill.com

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Board of Supervisors
1 Dr Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, Ca. 94102

Re: 72 Harper Street (CEQA Appeal; File 240246)

Dear Supervisor Mandelman,

I am writing this letter in response to the sponsors' letter to the board of supervisors dated April 12th, 2024. I would appreciate it if this letter were added to the record in addition to the response sent by my attorneys at Patterson and O' Neill on the same day. The sponsors made several claims in that letter that simply don't bear merit.

Regarding the issue of neighborhood support, I believe we have already presented the board with a signed petition that includes signatures from several households in the same block. Please see attached map to appreciate the fact that a **vast majority of neighbors** do want the board to intervene for the sake of maintaining the harmony of the neighborhood. Our decision to file a CEQA appeal is rooted in the sponsors' own confusion regarding the historic nature of their home. Over several conversations during the 311-notice period both the sponsor (Tom) and their architect (Dennis) made remarks indicating that their home was historic. They alluded that because of this fact, they were required to maintain a highly pitched and raised gable roof in the rear of their house. For example, please see attached email dated November 3rd, 2023, where Dennis Budd makes the following argument regarding the project height:

"The design and height of the attic are integral to a functional residential unit and overall contextually appropriate for an addition to a historic building."

In fact, the letter from the sponsor herself sheds light on the fact that even one of the planning commissioners (Derek Braun) was led to believe that the building was historic.

"The gabled roof is very much in keeping with the current configuration and design and the historic nature of the building."

We therefore find it conscionable to question the grounds on which a CEQA exemption was granted for a potential historic resource – a resource that the sponsors themselves so ostensibly claimed as such. In a much-established pattern so far, the sponsors have not been honest with the neighbors or the city, be it regarding the historic nature of the building, or the carefully crafted area calculations that allowed them to fly under the radar of a conditional use authorization, or even the simple question of why this roof in the rear couldn't be reduced in height and meet the functional needs of an attic while maintaining neighborhood harmony.

Yours truly,



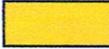
April 12th, 2024

Krishna Ramamurthi

Enclosures: Neighborhood Petition, Email, Map

Vast Majority of Neighbors Oppose the Project at 72 Harper Street !



-  Households that have opposed the project as DR applicants, Signed Petition.
-  Households that have expressed opposition to the project to us.
-  Sponsor Project Location (72 Harper Street)

PATTERSON & O'NEILL, PC
235 MONTGOMERY STREET, SUITE 950
SAN FRANCISCO, CALIFORNIA 94104

1 RYAN J. PATTERSON (SBN 277971)
2 BRIAN O'NEILL (SBN 298108)
3 PATTERSON & O'NEILL, PC
4 235 Montgomery Street, Suite 950
5 San Francisco, CA 94104
6 Tel: (415) 907-9110
7 Fax: (415) 907-7704
8 brian@pattersononeill.com

9 Attorneys for Appellants
10 David Garofoli, Krishna Ramamurthi,
11 and Tusi Chowdhuri

12 **SAN FRANCISCO BOARD OF SUPERVISORS**
13 **APPEAL OF CEQA EXEMPTION DETERMINATION**

14 BOS File Number: 240246
15 Planning Case Number: 2023-002706APL
16 Subject Property: 72 Harper Street

17 **DECLARATION OF MICHAEL**
18 **GARAVAGLIA IN SUPPORT OF**
19 **APPEAL**

20 I, Michael Garavaglia, declare as follows:

21 1. I am the principal of Garavaglia Architecture, Inc. Unless otherwise
22 stated, I have personal knowledge of the facts stated herein and, if called as a witness,
23 could and would testify competently thereto.

24 2. I am a preservation architect, licensed to practice in the State of
25 California.

26 3. Attached hereto as **Exhibit A** is a true and correct copy of an illustration I
27 prepared showing the approximate mass and location of the addition to the house at 72
28 Harper Street, San Francisco, CA, as proposed in Planning Case No. 2023-002706,
using existing features such as the existing dormer as guideposts for the location of the

PATTERSON & O'NEILL, PC
235 MONTGOMERY STREET, SUITE 950
SAN FRANCISCO, CALIFORNIA 94104

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new addition. The new addition will be highly visible from the public right-of-way fronting on the project site.

4. Attached hereto as **Exhibit B** are true and correct copies of photographs of the house at 72 Harper Street, San Francisco, CA, taken on April 19, 2024, from the public right-of-way fronting on the project site, from the sidewalks on both sides of Harper Street and from Harper Street itself. The photographs demonstrate that the existing roof is visible from the public right-of-way, all the way to the rear of the house.

5. I am highly experienced with San Francisco historic preservation procedures, including under the San Francisco Planning Code and the California Environmental Quality Act. In my professional opinion, it was improper not to complete a Historic Resource Evaluation for the subject project proposal, and it was a departure from the City's standard requirements. In fact, from my review of the project files available at <https://sfplanninggis.org/PIM/>, all four of the example project applications cited by the Planning Department's April 15, 2024 Response to Categorical Exemption Appeal at p. 8 actually received an evaluation by the Planning Department to determine whether the project sites qualified as historic resources, unlike the subject property in this case: 105 Laidley Street (case no. 2015-006770ENV), 1783 Noe Street (case no. 2014.1079E), 278 Randall Street (case no. 2020-000199ENV), and 279 Randall Street (2021-010580GEN). Attached hereto as **Exhibit C** are true and correct copies of the related historic preservation review documents for the aforementioned properties.

6. Attached hereto as **Exhibit D** is a true and correct copy of my curriculum vitae.

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I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. Executed on April 23, 2024, in San Francisco, CA.

DocuSigned by:
Michael Garavaglia
82E0BA67EE7D4C6
Michael Garavaglia

PATTERSON & O'NEILL, PC
235 MONTGOMERY STREET, SUITE 950
SAN FRANCISCO, CALIFORNIA 94104

EXHIBIT A



EXHIBIT B







72

04

EXHIBIT C



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

HISTORIC RESOURCE ASSESSMENT

Project Address: 279 Randall Street
Record Number: 2021-010580GEN
Date: February 10, 2022
To: Missy Canton
From: Maggie Smith, Acting Principal Planner, Survey and Designations,
Frances McMillen, Preservation Planner, Planning Department
CPC.HRA@sfgov.org

The Historic Resource Assessment (HRA) provides preliminary feedback from the Planning Department regarding whether a property is eligible for listing on the National Register of Historic Places (NRHP) and/or California Register of Historical Resources (CRHR) before any development applications are filed. This preliminary assessment provides property owners with information about the eligibility of their property in advance of the Citywide Cultural Resource Survey, which is a multi-year, phased effort, and in advance of preparation and submittal of a project application. This process shall only be undertaken at the request of a property owner, or their authorized agent, and is not required in advance of any future applications with the Department.

The HRA represents a preliminary assessment of the subject property's potential historical significance based on the information available at time of assessment and is not a formal determination pursuant to the California Environmental Quality Act (CEQA). This assessment is subject to change during evaluation of the property and surrounding neighborhood as part of the Citywide Cultural Resources Survey or if new information becomes available during subsequent review of a project application. In some cases, the assessment may be inconclusive pending additional information as part of a formal determination pursuant to CEQA.

Please be advised that the HRA does not constitute an application for development with the Planning Department. This HRA does not represent a complete review of any proposed project, does not grant a project approval of any kind, does not exempt any subsequent project from review under the California Environmental Quality Act (CEQA), and does not supersede any required Planning Department approvals.

You may contact us with any questions you may have about this HRA or the HRA process. Please email to CPC.HRA@sfgov.org.

Project Sponsor Submittal

To assist in the evaluation of the property for this Historic Resource Assessment, the applicant has submitted a:

- Supplemental Information for Historic Resource Assessment (HRA)
Prepared by: Tim Kelley Consulting, September 2021
- Consultant-prepared Historic Resource Evaluation (HRE)

Buildings and Property Information

Existing Historic Rating: Category B – Historic Status Unknown

Neighborhood: Glen Park

Date of Construction: c. 1890 (HRA application); 1910 (Assessor Recorder)

Construction Type: Wood-Frame

Architect: Unknown

Builder: Unknown

Architectural Style: Italianate

Stories: Two story

Roof Form: Front-gabled

Cladding: Horizontal wood siding

Primary Façade: Randall Street (north)

Visible Facades: North

Notable Persons/ Events: N/A

Surrounding Neighborhood Context and Description

Subject Property architectural style is consistent with immediately surrounding properties	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The subject property is located on a block comprised of a mix of styles and periods of construction. The property is the only Italianate building on the block.
Subject Property is part of an architecturally cohesive block face	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Buildings on the subject block are designed in a variety of styles, including Queen Anne, Mediterranean Revival, and Midcentury Modern.
Subject Block has consistent dates of construction	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The buildings on the subject block were constructed between the late 1800s and 1998. The majority of the buildings were erected between 1903 and 1923.
Subject Block has extensive modification	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Many of the buildings on the subject block have undergone alterations ranging from the replacement of original cladding and windows to extensive façade modifications and visible additions.

Historic Resource Assessment

Individual	Historic District/ Context
<p>Appears individually eligible for inclusion on National and/or California Register under one or more of the following Criteria:</p> <p>Criterion A/1- Events: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion B/2- Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion C/3- Architecture: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion D/4- Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Potential Period of Significance: _____</p>	<p>Appears eligible for inclusion in a National and/or California Register eligible Historic District under one or more of the following Criteria:</p> <p>Criterion A/1- Events: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion B/2- Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion C/3- Architecture: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion D/4- Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Potential Period of Significance: _____</p> <p><input type="checkbox"/> Contributor <input type="checkbox"/> Non-Contributor</p>
Historic Resource Assessment	Category C (No Historic Resource)

Appears Ineligible

Per the material submitted and information assessed from the Planning Department's files, the subject property does not appear historically or aesthetically significant such that it would rise to a level of individual eligibility. No historic events (Criterion 1), associated persons (Criterion 2), nor architecture/rarity of construction (Criterion 3) appear to be associated with the subject property. Archaeological assessment is outside the scope of this review (Criterion 4). Additionally, the subject property does not appear to be part of a significant concentration of historically or aesthetically unified buildings such that it would rise to the level of an eligible historic district; however, this finding does not preclude the presence of a district in the vicinity. Therefore, the subject property is not eligible for listing in the California Register under any criteria individually or as part of a historic district. The reader is directed to the HRA for additional information.

What Does This Mean

The assessment of the property provided herein will be reflected on the Department's Property Information Map and shall be referenced by Department staff during review of any subsequent project application. If the subject property appears eligible individually or is located within a historic district that appears eligible, then the property will be assumed to be a historic resource for purposes of Department review of project applications. If the subject property does not appear eligible individually and is not located within a historic district that appears eligible, then it would not be considered a historic resource. This preliminary assessment is subject to change during evaluation of the property and surrounding neighborhood as part of the Citywide Cultural Resources Survey or if new information becomes available during subsequent review of a project application.

Photograph



279 Randall Street

CC: Jeffrey Cobb
CPC Survey Team



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)	
1783 Noe St.		6652/016A	
Case No.	Permit No.	Plans Dated	
2014.1079E	201407111074, 201407111073	7/10/2014	
<input type="checkbox"/> Addition/ Alteration	<input checked="" type="checkbox"/> Demolition (requires HRER if over 45 years old)	<input checked="" type="checkbox"/> New Construction	<input type="checkbox"/> Project Modification (GO TO STEP 7)
Project description for Planning Department approval. Demolition of existing single-family dwelling and construction of new single-family dwelling.			

STEP 1: EXEMPTION CLASS

TO BE COMPLETED BY PROJECT PLANNER

Note: If neither class applies, an <i>Environmental Evaluation Application</i> is required.	
<input checked="" type="checkbox"/>	Class 1 – Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input checked="" type="checkbox"/>	Class 3 – New Construction/ Conversion of Small Structures. Up to three (3) new single-family residences or six (6) dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	Class__

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

If any box is checked below, an <i>Environmental Evaluation Application</i> is required.	
<input type="checkbox"/>	Transportation: Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)
<input type="checkbox"/>	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? If yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the</i>

	<i>Maier program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maier layer).</i>
<input type="checkbox"/>	Soil Disturbance/Modification: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	Noise: Does the project include new noise-sensitive receptors (schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) fronting roadways located in the noise mitigation area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Noise Mitigation Area)
<input type="checkbox"/>	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)
<input type="checkbox"/>	Slope = or > 20%: Does the project involve excavation of 50 cubic yards of soil or more, square footage expansion greater than 1,000 sq. ft., shoring, underpinning, retaining wall work, or grading on a lot with a slope average of 20% or more? <i>Exceptions: do not check box for work performed on a previously developed portion of site, stairs, patio, deck, or fence work. (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)</i> If box is checked, a geotechnical report is required and a Certificate or higher level CEQA document required
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve excavation of 50 cubic yards of soil or more, square footage expansion greater than 1,000 sq. ft., shoring, underpinning, retaining wall work, grading –including excavation and fill on a landslide zone – as identified in the San Francisco General Plan? <i>Exceptions: do not check box for work performed on a previously developed portion of the site, stairs, patio, deck, or fence work. (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)</i> If box is checked, a geotechnical report is required and a Certificate or higher level CEQA document required
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve excavation of 50 cubic yards of soil or more, square footage expansion greater than 1000 sq ft, shoring, underpinning, retaining wall work, or grading on a lot in a liquefaction zone? <i>Exceptions: do not check box for work performed on a previously developed portion of the site, stairs, patio, deck, or fence work. (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)</i> If box is checked, a geotechnical report will likely be required
<input type="checkbox"/>	Serpentine Rock: Does the project involve any excavation on a property containing serpentine rock? <i>Exceptions: do not check box for stairs, patio, deck, retaining walls, or fence work. (refer to EP_ArcMap > CEQA Catex Determination Layers > Serpentine)</i>
*If no boxes are checked above, GO TO STEP 3. If one or more boxes are checked above, an <u>Environmental Evaluation Application</u> is required, unless reviewed by an Environmental Planner.	
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project does not trigger any of the CEQA impacts listed above.
Comments and Planner Signature (optional): Jean Poling	

**STEP 3: PROPERTY STATUS – HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: (refer to Parcel Information Map)	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input checked="" type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

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

**STEP 5: CEQA IMPACTS – ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .

<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):
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<input checked="" type="checkbox"/>	9. Reclassification of property status to Category C. (Requires approval by Senior Preservation Planner/Preservation Coordinator) a. Per HRER dated: _____ (attach HRER) b. Other (specify): <i>per PTR form dated 9/22/2014</i>
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Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.

<input type="checkbox"/>	Further environmental review required. Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. GO TO STEP 6.
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<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.
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Comments (optional):

Gretchen A. Hilgard 9/22/2014

Preservation Planner Signature:

**STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	Further environmental review required. Proposed project does not meet scopes of work in either (check all that apply): <input type="checkbox"/> Step 2 – CEQA Impacts <input type="checkbox"/> Step 5 – Advanced Historical Review STOP! Must file an <i>Environmental Evaluation Application</i>.
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<input checked="" type="checkbox"/>	No further environmental review is required. The project is categorically exempt under CEQA.
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<p>Planner Name: <i>Gretchen Hilgard</i></p> <p>Project Approval Action: Select One <i>permit</i> <small>*If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.</small></p>	<p>Signature:</p> <p style="font-size: 2em; font-family: cursive;"><i>Gretchen A. Hilgard 9/22/2014</i></p>
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Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.
 In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT**TO BE COMPLETED BY PROJECT PLANNER**

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

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
Case No.	Previous Building Permit No.	New Building Permit No.
Plans Dated	Previous Approval Action	New Approval Action
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

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

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice.	
Planner Name:	Signature or Stamp:



SAN FRANCISCO PLANNING DEPARTMENT

PRESERVATION TEAM REVIEW FORM

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Preservation Team Meeting Date:		Date of Form Completion	9/19/2014
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PROJECT INFORMATION:		
Planner:	Address:	
Gretchen Hilyard	1783 Noe Street	
Block/Lot:	Cross Streets:	
6652/016A	Laidley Street	
CEQA Category:	Art. 10/11:	BPA/Case No.:
B	n/a	2014.1079E

PURPOSE OF REVIEW:			PROJECT DESCRIPTION:	
<input checked="" type="radio"/> CEQA	<input type="radio"/> Article 10/11	<input type="radio"/> Preliminary/PIC	<input type="radio"/> Alteration	<input checked="" type="radio"/> Demo/New Construction

DATE OF PLANS UNDER REVIEW:	7/10/2014
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PROJECT ISSUES:	
<input checked="" type="checkbox"/>	Is the subject Property an eligible historic resource?
<input type="checkbox"/>	If so, are the proposed changes a significant impact?
Additional Notes:	
Submitted: Historic Resource Evaluation prepared by Carey & Company (dated August 18, 2014).	
Proposed project: Demolition and new construction.	

PRESERVATION TEAM REVIEW:				
Historic Resource Present		<input type="radio"/> Yes	<input checked="" type="radio"/> No *	<input type="radio"/> N/A
Individual		Historic District/Context		
Property is individually eligible for inclusion in a California Register under one or more of the following Criteria:		Property is in an eligible California Register Historic District/Context under one or more of the following Criteria:		
Criterion 1 - Event:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 1 - Event:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Criterion 2 - Persons:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 2 - Persons:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Criterion 3 - Architecture:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 3 - Architecture:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Criterion 4 - Info. Potential:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 4 - Info. Potential:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Period of Significance:	<input type="text"/>	Period of Significance:	<input type="text"/>	
		<input type="radio"/> Contributor <input type="radio"/> Non-Contributor		

Complies with the Secretary's Standards/Art 10/Art 11:	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
CEQA Material Impairment:	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Needs More Information:	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Requires Design Revisions:	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Defer to Residential Design Team:	<input type="radio"/> Yes	<input checked="" type="radio"/> No	

* If No is selected for Historic Resource per CEQA, a signature from Senior Preservation Planner or Preservation Coordinator is required.

PRESERVATION TEAM COMMENTS:
<p>According to the Historic Resource Evaluation prepared by Carey & Company (dated August 18, 2014) and information found in the Planning Department files, the subject property at 1783 Noe Street contains one-story- over-basement wood-frame single-family residence constructed in 1896 in a Victorian-era architectural style. The original architect or builder is unknown. Known alterations to the property include: dry rot repair at the front stairs (1991 and 2008), re-roofing (1998), and covering the facades with wood shingles (unknown date).</p> <p>No known historic events occurred at the property (Criterion 1). The subject building is a common Victorian cottage constructed at the turn of the 20th century. None of the owners or occupants have been identified as important to history (Criterion 2). The building is not architecturally distinct such that it would qualify individually for listing in the California Register under Criterion 3 (Design).</p> <p>The subject property is not located within the boundaries of any identified historic districts. The subject property is located within the Glen Park neighborhood on a block that exhibits a variety of architectural styles and construction dates from 1896 to 1960. The area surrounding the subject property does not contain a significant concentration of historically or aesthetically unified buildings and the area does not appear to qualify as a historic district under Criterion 3 (Design).</p> <p>Therefore, the subject property is not eligible for listing in the California Register under any criteria individually or as part of a historic district.</p>

Signature of a Senior Preservation Planner / Preservation Coordinator:	Date:
<i>Smaja</i>	9-22-2014



1. SUBJECT PROPERTY, FRONT FACADE, LOOKING EAST



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)	
105 Laidley St.		6652/015	
Case No.	Permit No.	Plans Dated	
2015-006770ENV		5/18/15	
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRER if over 45 years old)	<input type="checkbox"/> New Construction	<input type="checkbox"/> Project Modification (GO TO STEP 7)
Project description for Planning Department approval. Add second story to existing one-story single-family residence. Excavate basement level to add habitable space. Facade changes and interior reconfiguration.			

STEP 1: EXEMPTION CLASS

TO BE COMPLETED BY PROJECT PLANNER

Note: If neither Class 1 or 3 applies, an *Environmental Evaluation Application* is required.

<input checked="" type="checkbox"/>	Class 1 – Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 – New Construction/ Conversion of Small Structures. Up to three (3) new single-family residences or six (6) dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	Class__

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

If any box is checked below, an *Environmental Evaluation Application* is required.

<input type="checkbox"/>	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks)? <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Article 38 program and the project would not have the potential to emit substantial pollutant concentrations. (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollutant Exposure Zone)</i>
<input type="checkbox"/>	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? If yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I

	Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>
<input type="checkbox"/>	Transportation: Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	Noise: Does the project include new noise-sensitive receptors (schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) fronting roadways located in the noise mitigation area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Noise Mitigation Area)
<input type="checkbox"/>	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)
<input type="checkbox"/>	Slope = or > 20%: Does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required.
If no boxes are checked above, GO TO STEP 3. If one or more boxes are checked above, an <i>Environmental Evaluation Application</i> is required, unless reviewed by an Environmental Planner.	
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project does not trigger any of the CEQA impacts listed above.
Comments and Planner Signature (optional): Jean Poling <small>Digitally signed by Jean Poling DN: cn=Jean Poling, o=San Francisco Planning Department Reason: I am the Signer Date: 2015.02.13 11:29:07 -0800</small>	

STEP 3: PROPERTY STATUS – HISTORIC RESOURCE TO BE COMPLETED BY PROJECT PLANNER

PROPERTY IS ONE OF THE FOLLOWING: (refer to Parcel Information Map)	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input checked="" type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER

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

STEP 5: CEQA IMPACTS – ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .

<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):
<input type="checkbox"/>	9. Other work that would not materially impair a historic district (specify or add comments): (Requires approval by Senior Preservation Planner/Preservation Coordinator) _____
<input checked="" type="checkbox"/>	10. Reclassification of property status to Category C. (Requires approval by Senior Preservation Planner/Preservation Coordinator) a. Per HRER dated: _____ (attach HRER) b. Other (specify): Per PTR form dated July 1, 2015.
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.	
<input type="checkbox"/>	Further environmental review required. Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. GO TO STEP 6.
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature: Stephanie Cisneros <small>Digitally signed by Stephanie Cisneros DN: cn=Stephanie Cisneros, o=City of San Francisco, ou=City Planning, email=Stephanie.Cisneros@sfgov.org, c=US</small>	

STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	Further environmental review required. Proposed project does not meet scopes of work in either (check all that apply): <input type="checkbox"/> Step 2 – CEQA Impacts <input type="checkbox"/> Step 5 – Advanced Historical Review STOP! Must file an <i>Environmental Evaluation Application</i>.	
<input checked="" type="checkbox"/>	No further environmental review is required. The project is categorically exempt under CEQA.	
	Planner Name: Stephanie Cisneros	Signature: Stephanie Cisneros <small>Digitally signed by Stephanie Cisneros DN: dc=org, dc=sfgov, dc=cityplanning, ou=City Planning, ou=Current Planning, cn=Stephanie Cisneros, email=Stephanie.Cisneros@sfgov.org Date: 2015.07.22 14:46:21 -07'00'</small>
	Project Approval Action: Building Permit If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	
Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.		

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

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

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
Case No.	Previous Building Permit No.	New Building Permit No.
Plans Dated	Previous Approval Action	New Approval Action
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

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

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice.	
Planner Name:	Signature or Stamp:



SAN FRANCISCO PLANNING DEPARTMENT

PRESERVATION TEAM REVIEW FORM

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Preservation Team Meeting Date:		Date of Form Completion	7/1/2015
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PROJECT INFORMATION:		
Planner:	Address:	
Stephanie Cisneros	105 Laidley Street	
Block/Lot:	Cross Streets:	
6652/015	Noe Street and Harper Street	
CEQA Category:	Art. 10/11:	BPA/Case No.:
B	n/a	2015-006770ENV

PURPOSE OF REVIEW:			PROJECT DESCRIPTION:	
<input checked="" type="radio"/> CEQA	<input type="radio"/> Article 10/11	<input type="radio"/> Preliminary/PIC	<input type="radio"/> Alteration	<input checked="" type="radio"/> Demo/New Construction

DATE OF PLANS UNDER REVIEW:	5/29/2015
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PROJECT ISSUES:	
<input checked="" type="checkbox"/>	Is the subject Property an eligible historic resource?
<input type="checkbox"/>	If so, are the proposed changes a significant impact?
Additional Notes:	
Submitted: Supplemental Information for Historic Resource Determination prepared by 07 Studios (dated May 29, 2015).	
Proposed Project: Add second story to existing one-story single-family residence. Excavate basement level to add habitable space. Facade changes and interior reconfiguration.	

PRESERVATION TEAM REVIEW:				
Historic Resource Present		<input type="radio"/> Yes	<input checked="" type="radio"/> No *	<input type="radio"/> N/A
Individual		Historic District/Context		
Property is individually eligible for inclusion in a California Register under one or more of the following Criteria:		Property is in an eligible California Register Historic District/Context under one or more of the following Criteria:		
Criterion 1 - Event:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 1 - Event:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Criterion 2 - Persons:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 2 - Persons:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Criterion 3 - Architecture:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 3 - Architecture:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Criterion 4 - Info. Potential:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 4 - Info. Potential:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Period of Significance:	<input type="text"/>	Period of Significance:	<input type="text"/>	
		<input type="radio"/> Contributor <input type="radio"/> Non-Contributor		

Complies with the Secretary's Standards/Art 10/Art 11:	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
CEQA Material Impairment:	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Needs More Information:	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Requires Design Revisions:	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Defer to Residential Design Team:	<input checked="" type="radio"/> Yes	<input type="radio"/> No	

* If No is selected for Historic Resource per CEQA, a signature from Senior Preservation Planner or Preservation Coordinator is required.

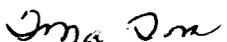
PRESERVATION TEAM COMMENTS:

According to the Supplemental Information for Historic Resource Determination prepared by 07 Studios (dated May 29, 2015) and information found in the Planning Department files, the subject property at 105 Laidley Street contains a one-and-a-half-story wood-frame single family residence constructed in 1907 in a vernacular style. The original owner of the property was the Farmers and Merchants Bank of L.A. who sold it to Hans Coltzau, a watchman, and his wife Martha in 1914. According to historic photos, the original building featured masonry columns along the primary facade, which have since been removed. The property also featured an on-site store, the remains of which can no longer be distinguished. Known alterations to the property include: moving the existing residence and store to the front of the lot (1914); applying stucco around front window and door (1961); preparing the front and side for stone, installing attic window, enclosing front window, and painting front facade (1962); installing one picture window, one aluminum window, blocking off and re-stuccoing front bedroom window, installing solid core door to front living room, installing wrought iron rail on front landing, painting front of house, and repairing fence in front of property (1963); applying pre-cast Rocky Mountain Stone to front of house up to window height (1966); and replacing the roof (1997).

No known historic events occurred at the subject property (Criterion 1). None of the owners or occupants have been identified as important to history (Criterion 2). The building is minimally detailed and has had many alterations since its construction. As such, 105 Laidley Street is not architecturally distinct such that it would qualify individually for listing in the California Register under Criterion 3.

The subject property is not located within the boundaries of any identified historic district. The subject property is located in the Glen Park neighborhood on a block that exhibits varying types, sizes, and architectural styles. The area surrounding the subject property does not contain a significant concentration of historically or aesthetically unified buildings.

Therefore, the subject property is not eligible for listing in the California Register under any criteria individually or as part of a historic district.

Signature of a Senior Preservation Planner / Preservation Coordinator:	Date:
	7/20/2015





SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
278 Randall Street		6653017
Case No.		Permit No.
2020-000199ENV		201912200214
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>The project entails a three-story horizontal addition to an existing three-story single-family residence at the property line that includes two new bathrooms, one new bedroom, and one new family room. The project would add approximately 710 square feet.</p>		

STEP 1: EXEMPTION CLASS

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).	
<input checked="" type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input type="checkbox"/>	Class ____

STEP 2: CEQA IMPACTS**TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)
<input type="checkbox"/>	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? Note that a categorical exemption shall not be issued for a project located on the Cortese List if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).
<input type="checkbox"/>	Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non -archeological sensitive area? If yes, archeo review is required (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography). If yes, Environmental Planning must issue the exemption.
<input type="checkbox"/>	Slope = or > 25%: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.
Comments and Planner Signature (optional): Don Lewis	

STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER

PROPERTY IS ONE OF THE FOLLOWING: (refer to <i>Property Information Map</i>)	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input checked="" type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER

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

STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.

<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .						
<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):						
<input type="checkbox"/>	9. Other work that would not materially impair a historic district (specify or add comments): (Requires approval by Senior Preservation Planner/Preservation Coordinator)						
<input checked="" type="checkbox"/>	10. Reclassification of property status. (Requires approval by Senior Preservation Planner/Preservation <table border="0"> <tr> <td><input type="checkbox"/> Reclassify to Category A</td> <td><input checked="" type="checkbox"/> Reclassify to Category C</td> </tr> <tr> <td>a. Per HRER or PTR dated 03/18/2020</td> <td>(attach HRER or PTR)</td> </tr> <tr> <td colspan="2">b. Other (specify):</td> </tr> </table>	<input type="checkbox"/> Reclassify to Category A	<input checked="" type="checkbox"/> Reclassify to Category C	a. Per HRER or PTR dated 03/18/2020	(attach HRER or PTR)	b. Other (specify):	
<input type="checkbox"/> Reclassify to Category A	<input checked="" type="checkbox"/> Reclassify to Category C						
a. Per HRER or PTR dated 03/18/2020	(attach HRER or PTR)						
b. Other (specify):							
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.							
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.						
Comments (optional):							
Preservation Planner Signature: Justin Greving							

STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input checked="" type="checkbox"/>	No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: Building Permit	Signature: Justin Greving
	If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	03/25/2020
Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the approval action. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.		

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT**TO BE COMPLETED BY PROJECT PLANNER**

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

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- | | |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code; |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312; |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)? |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

If at least one of the above boxes is checked, further environmental review is required.

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- | | |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

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

Planner Name:

Date:



SAN FRANCISCO PLANNING DEPARTMENT

Historic Resource Evaluation Response

Record No.: 2020-000199ENV
Project Address: 278 Randall Street
Zoning: RH-2 Residential – House, Two Family Zoning District
 40-X Height and Bulk District
Block/Lot: 6653/017
Staff Contact: Justin Greving – 415 – 575 -9169
 justin.greving@sfgov.org

1650 Mission St.
 Suite 400
 San Francisco,
 CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
 Information:
415.558.6377

PART I: HISTORIC RESOURCE EVALUATION

PROJECT SPONSOR SUBMITTAL:

To assist in the evaluation of the proposed project, the Project Sponsor has submitted a:

- Supplemental Information for Historic Resource Determination Form (HRD)
- Consultant-prepared Historic Resource Evaluation (HRE)

Prepared by: Vincent Labiano Abello (dated 12/16/2019)

BUILDINGS AND PROPERTY DESCRIPTION:

- **Neighborhood:** Glen Park
- **Date of Construction:** 1910 (assessor’s record)
- **Construction Type:** Wood-Frame
- **Architect:** unknown
- **Builder:** Unknown
- **Stories:** 1 and a half story over garage
- **Roof Form:** Front gable
- **Cladding:** Wood, ogee (primary elevation), rustic (secondary elevations)
- **Primary Façade:** Randall Street (South elevation)
- **Visible Facades:** South and East elevations

EXISTING PROPERTY PHOTOS / CURRENT CONDITIONS:



Sources: Google Maps, 2019

Historic Resource Evaluation Response, Part I

Record No. 2020-000199ENV
278 Randall Street

PRE-EXISTING HISTORIC RATING / SURVEY

- Category A – Known Historic Resource, per: _____
- Category B – Age Eligible/Historic Status Unknown
- Category C – Not Age Eligible / No Historic Resource Present, per: _____

Adjacent or Nearby Historic Resources: No Yes: _____

The rear property line abuts the property located at 1768 Sanchez Street, a property that has been determined to be an individual historic resource.

CEQA HISTORICAL RESOURCE(S) EVALUATION:

Step A: Significance

Individual Significance	Historic District/Context Significance
Property is individually eligible for inclusion in a California Register under one or more of the following Criteria:	Property is eligible for inclusion in a California Register Historic District/Context under one or more of the following Criteria:
Criterion 1 - Event: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 2 - Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 3 - Architecture: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 4 - Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Criterion 1 - Event: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 2 - Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 3 - Architecture: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 4 - Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Period of Significance: N/A	Period of Significance: N/A
	<input type="checkbox"/> Contributor <input type="checkbox"/> Non-Contributor <input type="checkbox"/> N/A

Analysis:

278 Randall Street was constructed in 1910 (assessor's record) by an unknown builder. The simple front gable wood frame building features minimal decorative detailing such as a centered Palladian style arched window framed by two square windows at the attic level, pairs of engaged pilasters supporting a broken pediment and raking cornice at the gable end. The earliest known owner and occupant was a metal worker, William E. Hausman, and his wife Mary. The Hausemans sold the house to a carpenter, Gustave Johnson and his wife Blenda. The house stayed in the Johnson family for the majority of the twentieth century. Known alterations to the building include dryrot repair (1993), reroofing (1993), and conversion of the existing ground floor into a garage (2003). Based on information provided in the supplemental form and research by planning department staff, 278 Randall does not appear to be individually eligible for listing in the California Register under Criterion 1 (Events), 2 (Person), or 3 (Architecture). There are no known events that took place that would be significant on a local, state, or national level and none of the occupants have been identified as persons of historic significance. While the building exhibits some nice decorative detailing on the primary façade it does not rise to the level architecturally such that it would be considered a representation of any particular architectural style and significant for its architecture. The building does not appear to be located within a historic district. The 200 block of Randall Street features a very wide range of architectural styles and construction dates. Altogether the block does not feature a cohesive collection of aesthetically or

Historic Resource Evaluation Response, Part I

Record No. 2020-000199ENV
278 Randall Street

historically related buildings.

Therefore, the subject building is not eligible for listing in the California Register as an individual historic resource or as a contributor to a historic district.

CEQA HISTORIC RESOURCE DETERMINATION:

- Individually-eligible Historical Resource Present
- Contributor to an eligible Historical District / Contextual Resource Present
- Non-contributor to an eligible Historic District / Context / Cultural District
- No Historical Resource Present

NEXT STEPS:

- HRER Part II Review Required
- Categorically Exempt, consult:
 - Historic Design Review
 - Design Advisory Team
 - Current Planner

PART I: PRINCIPAL PRESERVATION PLANNER REVIEW

Signature: **Allison K. Vanderslice** Digitally signed by Allison K. Vanderslice
Date: 2020.03.18 17:07:41 -07'00'
 Allison Vanderslice, *Principal Preservation Planner*
 CEQA Cultural Resources Team Manager, *Environmental Planning Division*

Date: _____

CC: Ashley Lindsay, Current Planner

EXHIBIT D

MICHAEL GARAVAGLIA, AIA, LEED AP BD+C

PRINCIPAL-IN-CHARGE, PRESERVATION ARCHITECT (LIC. C14833)

Exceeds Secretary of the Interior Professional Qualifications Standards – Historic Architecture

With more than 30 years of experience in the architectural profession and as principal, Mr. Garavaglia leads the firm with preservation architectural services that respond to the specific needs of cultural resources and their environment. He believes strongly in the role of sustainability in historical rehabilitation, its merit in economic development, and the significance of retaining cultural resources for local communities. He seeks opportunities for creative teaming in his staff and consultants to create the most responsive team for each unique project and client. He directs his firm to constantly evolve its preservation services and work products to maintain the relevance and quality control of the firm's work. As such, a preservation project delivery methodology integrating historical knowledge in the design process is key. His work with the preservation community, primarily through involvement with the California Preservation Foundation, focuses on organizational involvement, educational programs, and stewardship development.

Mr. Garavaglia received his professional Bachelor of Architecture degree from California State Polytechnic University at San Luis Obispo, which included a special study program in Historic Preservation. He is a LEED Accredited Professional with specialization in Building Design and Construction, a Conservation Assessment Program (CAP) Assessor, and he is listed in the Heritage Preservation database maintained by the National Institute for Conservation. Mr. Garavaglia is licensed to practice architecture in California, is a qualified Historic Architect with the California Historical Resources Information System (CHRIS) and Nevada SHPO, and is a member of the American Institute of Architects (AIA). Mr. Garavaglia has been included in several publications including *Northern California Home & Garden*, *Architectural Record*, and the *San Francisco Chronicle*.

Select projects with his major technical and management involvement for historic building rehabilitation projects and reports include:

- State of California Department of Parks and Recreation, Multiple Projects for the Northern District Service Center, CA
- Angel Island Immigration Station Rehabilitation, Angel Island State Historic Park, CA
- As-Needed Preservation Services for San Francisco City Hall and Civic Center Campus, San Francisco, CA
- Hangar One Conditions Assessment and Rehabilitation Plan, U.S. Naval Air Station, Moffett Field, Mountain View, CA
- Lorenz Hotel, Redding, CA
- Columbia State Historic Park: Cultural Landscape Report and Burns Cottage Condition Assessment Report, Columbia State Historic Park and National Historic Landmark District Palo Alto History Museum, Palo Alto, CA
- Bodie Benton Depot, Bodie State Historic Park, CA
- Presidio Post Chapel Feasibility Study, Presidio of San Francisco, CA
- Doyle Drive Building Relocation Study and Historic Structures Reports, Presidio of San Francisco National Landmark District Buildings 201, 204 and 228, San Francisco, CA
- 450 McAllister Street Window Assessment, San Francisco, CA

From: [Lagunte, Richard \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: 3 letters regarding zoning
Date: Thursday, April 25, 2024 2:13:45 PM
Attachments: [upzoning 3 letters.pdf](#)

Dear Supervisors,

Please see the attached 3 letters regarding the San Francisco Planning Department's Expanding Housing Choice, Housing Element Zoning Program.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From: emailamr@everyactioncustom.com on behalf of [Ann Rubin](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Urgent: Opposition to San Francisco Upzoning Proposal
Date: Tuesday, April 23, 2024 1:00:37 AM

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

Dear Board of Supervisors,

I am writing to express my strong opposition to the proposed upzoning in San Francisco. While the intent may be to address the affordable housing shortage, the current plan risks exacerbating issues and compromising the unique character of our neighborhoods.

The anticipated increase in luxury condos not only jeopardizes the topography and well-established, often historic and iconic, features of our neighborhoods but also raises concerns about the potential 'Manhattanization' of our residential communities. The added risk of increased traffic and strain on our infrastructure compounds these concerns.

I support Neighborhoods United SF and urge you to reconsider the current upzoning proposal. Exploring alternative solutions is crucial to genuinely addressing the affordable housing shortage without compromising our communities' integrity.

Thank you for your attention to this critical matter, and I appreciate your continued dedication to the well-being of our city.

Sincerely,
Ann Rubin
San Francisco, CA 94133

From: tkali3550@everyactioncustom.com on behalf of [Tom Klein](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Urgent: Opposition to San Francisco Upzoning Proposal
Date: Friday, April 19, 2024 3:02:56 PM

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

Dear Board of Supervisors,

I am writing to express my strong opposition to the proposed upzoning in San Francisco. While the intent may be to address the affordable housing shortage, the current plan risks exacerbating issues and compromising the unique character of our neighborhoods.

The anticipated increase in luxury condos not only jeopardizes the topography and well-established, often historic and iconic, features of our neighborhoods but also raises concerns about the potential 'Manhattanization' of our residential communities. The added risk of increased traffic and strain on our infrastructure compounds these concerns.

I support Neighborhoods United SF and urge you to reconsider the current upzoning proposal. Exploring alternative solutions is crucial to genuinely addressing the affordable housing shortage without compromising our communities' integrity.

Thank you for your attention to this critical matter, and I appreciate your continued dedication to the well-being of our city.

Sincerely,
Tom Klein
San Francisco, CA 94104

From: bmca987@everyactioncustom.com on behalf of [Bob Ma](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Urgent: Opposition to San Francisco Upzoning Proposal
Date: Friday, April 19, 2024 2:59:08 PM

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

Dear Board of Supervisors,

I'm a resident in the Pacific Heights neighborhood and I am writing to express my strong opposition to the proposed upzoning in San Francisco. While the intent may be to address the affordable housing shortage, the current plan risks exacerbating issues and compromising the unique character of our neighborhoods.

The anticipated increase in luxury condos not only jeopardizes the topography and well-established, often historic and iconic, features of our neighborhoods but also raises concerns about the potential 'Manhattanization' of our residential communities. The added risk of increased traffic and strain on our infrastructure compounds these concerns.

I support Neighborhoods United SF and urge you to reconsider the current upzoning proposal. Exploring alternative solutions is crucial to genuinely addressing the affordable housing shortage without compromising our communities' integrity.

Thank you for your attention to this critical matter, and I appreciate your continued dedication to the well-being of our city.

Sincerely,
Bob Ma
San Francisco, CA 94109

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Thursday, April 25, 2024 1:12:11 PM

Dear Supervisors

Please see below communication regarding:

File No. 231016 - Resolution urging the Municipal Transportation Agency (MTA) to develop and implement a plan for No Turn On Red (NTOR) at every signalized intersection in San Francisco and approve a citywide NTOR policy.

Regards,

Richard Lagunte
 Office of the Clerk of the Board
 San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From: Eugene Chang <noreply@adv.actionnetwork.org>
Sent: Wednesday, April 24, 2024 10:40 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...

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

The Board of Supervisors,

Hi! I'm writing to say I support no turn on red. Signage is awesome and enforcement would be great (if the police ever.. yknow.. decide to.. I guess...) and another idea, although probably more expensive, would be a right-turn light, like how they have for left turns on some streets. It's a traffic light, but shaped like a turn arrow, so that people turning know they can't. I don't think the separate traffic light is necessary, unless someone more informed than I am can say so and why, but it's an idea for sure.

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Eugene Chang

alissazhangxo@gmail.com

1291 16th Ave
San Francisco, California 94122

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#);
[BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: JFK Drive
Date: Thursday, April 25, 2024 1:45:28 PM

Dear Supervisors,

Please see below regarding John F. Kennedy Drive.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From: Andrew Wiseman <Andrew.Wiseman.497260778@forgrassroots.com>
Sent: Monday, April 22, 2024 10:29 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: JFK Drive

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

Dear Board of Supervisors,

The current closure of JFK Drive severely impacts people with disabilities, seniors, and communities not directly neighboring Golden Gate Park.

As we emerge from COVID, it's time to reopen JFK Drive. Golden Gate Park belongs to the people of San Francisco, not just a few.

I strongly encourage you to support JFK Drive returning to the conditions pre-COVID, with all roadways open to vehicle traffic and street closures on Sundays, holidays and Saturdays, 6 months of the year.

Regards,
Andrew Wiseman

From: [Lagunte, Richard \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: File No. 240174 - 5 Letters
Date: Tuesday, April 23, 2024 12:33:12 PM
Attachments: [File No. 240174 Passthroughs 5 Letters.pdf](#)

Dear Supervisors,

Please see the attached 5 letters regarding:

File No. 240174 - Ordinance amending the Administrative Code to provide that the general obligation bond passthrough from landlords to tenants shall be calculated based on the amount the property tax rate has increased due to general obligation bonds since the tenant's move-in date or 2005, whichever is later; and to allow tenants to seek relief from general obligation bond passthroughs based on financial hardship.

Regards.

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

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From: [Carmel Passanisi](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Elimination of General Obligation Passthrough by Aaron Peskin
Date: Monday, April 22, 2024 1:40:04 PM

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

Hello,

I'd like to encourage a NO vote on this proposition. As a property owner, I am inundated yearly with new fees and new mandated improvements to my building which benefit tenants but for which they pay nothing.

The bonds passthroughs, which I have never utilized, at least attempt to balance the scales, however minutely.

The city treats landlords like their cash cows, but what have they done for us? When do I get a break or even a fair shake?

I'm a 77 year old single woman with 4 rental units....The financial burdens that the city keeps imposing on me will eventually drive me out of business. I'm a good landlord. I like my tenants and they like me. It's a partnership....each one contributing to a better life for the other, without animosity. The hostile attitude evinced by the Board of Supervisors and the Mayor make my life difficult and unpleasant and make me question the value of living in SF, the city I was born and raised in, (unlike most renters)

My property taxes support this city,

but if the Board of Supervisors and the Mayor keep spending the way they have in the past (the \$1.7 million toilet comes to mind) and keep

using these issues to advance their political careers (with tenant voters) with no concern for the people who are good citizens and pay the bills, not only will downtown be deserted, but the rest of the city will be as blighted and empty.

I would like to see the Board of Supervisors actually come up with brilliant and inventive ideas that could save the city. I would like to see them actually use the bonds to build that affordable housing that was promised in 2015 and that I pay for on my property taxes but somehow has never materialized. Instead, Aaron Peskin has come up with a new way to win votes.

It's sad. San Francisco considers itself as a "smart" city, but the lack of creativity and real solutions to the problems that face the city belies that.

Thank you for your time,

Carmel Passanisi

From: [Salman Shariat](#)
To: [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [EngardioStaff \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Vote NO: File Number 240174, General Obligation Bond Passthroughs
Date: Sunday, April 21, 2024 3:27:52 PM

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

Hello Board of Supervisors,

I am a small property owner in San Francisco. I have lived here for 15 years and I own or co-own 4+ properties in San Francisco. I love this city because of the character, beauty and diversity it provides. I am a child of immigrants and San Francisco has afforded me all the opportunities imaginable. No matter what anybody says, I still support San Francisco and believe in the long term success of this city.

However, passing legislation such as File Number 240174, General Obligation Passthroughs is dangerous legislation in my mind. This sort of legislation starts to create division among property owners and renters. It starts putting all the onus on property owners to pay for measures in which the voters (typically tenants) are the ones voting in on policy. The tenants/voters do not have any 'skin in the game' with regards to costs associated with policies they choose. This begins a slippery slope of no accountability.

The way the current legislation is written is that it shares the cost between tenants and landlords. If tenants need financial hardship, they can file for that at the rent board and the rent board handles these situations very adeptly. The current system works well and there is no need for a change.

If the legislation passes as written, I will be voting NO on all future bond measures and contributing to campaigns to defeat future bond measures. San Francisco will put at risk all capital improvement plans as bonds will not be able to be approved. I will, personally, work vehemently to oppose all bonds being passed until a proper San Francisco budget can pay for the improvements through the General Fund. This legislation is an unfair tax/cost on property owners that seeks to remove accountability from Tenants/Voters on policies they choose. Accountability is important for a well functioning society and I hope the Board of Supervisors does not vote Yes on this legislation as it would be very short-sighted.

On a side note, if GO Bond Passthroughs are removed from eligible rent increases, this will reduce the price in which an apartment building is traded for. This will then directly impact the assessed value for Property Tax collections for the San Francisco Budget. I am currently in the market for a \$5M+ apartment building and if this legislation is passed, it will lower the purchase price that I pay for that property. This will then lower the property tax which will LOWER the San Francisco budget in the near future and for years to come.

Salman Shariat
Mobile: (650) 346-2224

From: [Zane Blaney](#)
To: [Stefani, Catherine \(BOS\)](#)
Subject: NO vote on File Number 240174, General Obligation Bond Passthroughs
Date: Thursday, April 18, 2024 6:24:38 PM

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

As mom and pop landlords in SF for more than 5 decades, providing below market rents that teachers, policemen and firemen can afford, we are deeply concerned by the most recent effort by Supervisors to squeeze our business out of business. The proposed ban on pass-throughs on a portion of general obligation bonds is unfairly pushing bond debt on us. This will reduce our ability to provide below market rents and we will never vote for bond issues again. VOTE NO.

--

Zane Blaney
San Francisco
zaneblaney@gmail.com

From: [Tai Lee](#)
To: [Board of Supervisors \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [EngardioStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Meigar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#)
Subject: Please Vote No on Unfairly Putting the Burden of Bond Costs on Property Owners
Date: Thursday, April 18, 2024 4:25:15 PM

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

Dear Supervisors:

A harsh and unfair proposal to eliminate the bond passthrough for tenants is being considered. I live in San Francisco and am a small rental property owner with very high operating expenses that keep growing and growing in this city. The bond passthrough helps to mitigate some growing expenses where voters, including renters, are responsible for increasing the cost to operate rental properties they live in.

All city residents should share in the cost of funding the public services and critical infrastructure improvements that General Obligation bonds pay for. This legislation unfairly pushes all the burden of those costs onto property owners.

The City is looking at approving over \$1 Billion in General Obligation bonds over the next few years, including for critical items like waterfront safety, earthquake safety, and emergency response. Now is not the right time to approve this legislation and put future bonds at risk.

If this legislation passes as currently written, you will be voting NO on all future bond measures and contributing to campaigns to defeat future bond measures.

A "YES" vote on this legislation is a vote to put the City's capital plan and future bond measures in jeopardy.

The existing General Obligation Bond passthrough amount for tenants is minimal, and there are currently financial hardship provisions for low-income tenants. Even so, it's important that both tenants and property owners contribute to civic improvements.

Thank you,
Tai Kwan

From: [Marina Franco](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please VOTE NO on File #240174 regarding General Obligation Bond Passthroughs.
Date: Thursday, April 18, 2024 3:53:08 PM

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

Dear Supervisor:

I respectfully request that you VOTE NO on File #240174 regarding General Obligation Bond Passthroughs. For the last 20 years, the costs of bonds have been shared by both tenants and property owners. Both have a shared interest in improving the quality of life in our city.

All city residents should share in the cost of funding the public services and critical infrastructure improvements that General Obligation bonds pay for. This legislation unfairly pushes 90% of the burden of those costs onto property owners. The existing General Obligation Bond passthrough amount for tenants is minimal, and there are currently financial hardship provisions for low-income tenants. Even so, it's important that tenants and property owners each contribute to civic improvements.

The City is looking at approving over \$1 Billion in General Obligation bonds over the next few years, including for critical items like waterfront safety, earthquake safety, and emergency response. Now is not the right time to approve this legislation and put future bonds at risk. Please note that if this legislation passes as currently written, I will be voting NO on all future bond measures and will be contributing to campaigns to defeat future bond measures.

If the Board of Supervisors approves this legislation, you are putting the City's capital plan and future bond measures at risk.

Thank you for your consideration.

Sincerely,
Marina Franco

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Crayton, Monique \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Public Safety 220961
Date: Thursday, April 25, 2024 10:02:00 AM

Dear Supervisors,

Please see below regarding:

File No 220961 - Hearing - Traffic Enforcement and Street Safety

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: Tina Martin <tina_martin@sbcglobal.net>
Sent: Thursday, April 25, 2024 9:47 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: Malena Mackey Cabada <malena@walksf.org>
Subject: Public Safety 220961

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

Dear Supervisors Engardio, Dorsey, Mandelman, and Stefani,
(I believe you are the ones who will be at the meeting this morning. I apologize if I've omitted anyone.)

I had hoped to be at City Hall in person, but due to a recent injury, I can't be.

My name is Tina Martin, and I live in Parkside, near West Portal, the site of the tragic crash that killed a family of four--the parents and their toddler and baby.

I'm a member of WalkSF, Transit Justice and Voices for Public Transportation and several organizations for retirees.

I feel sure you're aware of how speeding affects lives, and you're probably also aware of the shocking statistic the *SF Chronicle* recently reported, that citations for traffic violations had decreased by 97% in eight years.

You're probably too young to remember the Simon and Garfunkle hit (popular in my college days) beginning with the words "Slow down. You move too fast." They were referring to the quality of life, not survival itself, but I think both safety and quality of life could be enhanced if drivers slowed down, and they're likelier to do that if they can't speed with impunity.

We need the SFPD to enforce dangerous speeds with enough frequency and visibility that drivers know there will be consequences if they speed.

We need the speed cameras on 33 streets.

We need the SFPD to be clear on how it's enforcing speeding.

Please do everything you can to see to it that the SFPD and the SFMTA work together for safer streets.

I'd appreciate it if you, Malena Mackey Cabada, or someone else could read my letter aloud.

Thank you,
Tina Martin

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [BOS-Operations](#); [Calvillo, Angela \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: No Children Sleeping on the Street
Date: Friday, April 19, 2024 12:59:05 PM

Hello,

Please see below communication regarding housing.

Regards,

John Bullock
Office of the Clerk of the Board
San Francisco Board of Supervisor
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184
BOS@sfgov.org | www.sfbos.org

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From: Schuessler, Gretchen <schuesslerg@sfusd.edu>
Sent: Friday, April 19, 2024 12:59 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: No Children Sleeping on the Street

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

As an SFUSD teacher, I am seeing students who are unable to focus or even fall asleep in class because they do not have a secure place to sleep. Please prioritize immediate

solutions to shelter all families and move them quickly into adequate, stable housing.

Gretchen Schuessler

Teacher, LR Flynn Elementary School, SFUSD

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Young, Victor \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: File No. 240239 - 27 Letters
Date: Thursday, April 25, 2024 1:30:57 PM
Attachments: [File No 240239 prioritize families to receive shelter - 27 Letters.pdf](#)

Dear Supervisors,

Please see the attached 27 letters regarding:

File No. 240239 - Resolution urging the Department of Homelessness and Supportive Housing to prioritize families with children to receive shelter or hotel vouchers the same day that they arrive at an access point, to develop a comprehensive plan that focuses on children and families to prevent children from living on the streets and develop a multilingual, accessible public dashboard where families can monitor the waitlist and the progress of moving families into permanent housing.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

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From: [Malin Alegria](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: No child sleeping on the street
Date: Monday, April 22, 2024 9:55:49 AM

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

Please support Faith in Action motion for no niños dormir di en la calle. I am a kindergarten teacher with 6 years in the district. We need to really be a sanctuary city and support all of sfusd's students.

Thank you,
Malin Ramirez
Hillcrest elementary
Sent from my iPhone

From: [Melissa Grasso Luna](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Cc: fiaba@faithinactionba.org; galmanza@uesf.org
Subject: Re: Urgent: No more children living on the streets!
Date: Monday, April 22, 2024 9:30:44 AM

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

Dear Mayor Breed,

I am a 3rd grade teacher that serves newcomer students at SFUSD's Mission Education Center. Every day my students come in tired from sleepless nights from sleeping on the streets or having to wake up early due to shelters shuffling families out. The trauma of our students' and families journeys are compounded with the trauma of being forced onto the streets with no place to go after their vouchers have expired.

According to the National Child Traumatic Stress Network (NCTSN); chronic stress associated with homelessness can lead to alterations in brain structure and function, affecting areas responsible for memory, learning, and emotional regulation. Early intervention and stable housing are crucial to mitigate these effects and promote healthy brain development in children experiencing homelessness.

How urgently will the City address the critical issue of children exposed to houselessness, considering the profound and lasting impact on their brain development, and what immediate actions will be taken to provide them with stable housing and supportive services to mitigate these detrimental effects?

Although our students are resilient, there is no need for them to have to be constantly exposed to the trauma of houselessness on a daily basis in a sanctuary city like San Francisco. They deserve the right to a warm home, a good night's rest and the ability to come to school safely.

Regards,
Melissa Grasso Luna
3rd Grade, bilingual Educator
Mission Education Center, SFUSD

From: [Kathleen Purcell](#)
To: [Board of Supervisors \(BOS\)](#)
Cc: [Breed, Mayor London \(MYR\)](#)
Subject: SF families without shelter
Date: Monday, April 22, 2024 9:03:03 AM

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

SF is a city with a character, a personality, an identity and a responsibility. The Board of Supervisors and the Mayor have tremendous power over what SF is and will be. Your decisions in many ways determine the character and identity of San Francisco. That is your power, and that is your responsibility.

We cannot be a city where children sleep on the streets. Of course, I ask for more than that. Homelessness and the need to address it effectively goes far beyond just children. But care for our children is the bare minimum. Anything else is shameful. We look to you to keep San Francisco from that shame. We look to you to take up the responsibility to assure that SF does the right thing. Families, including immigrant families, need to be given priority in shelter and supportive housing. We call upon you to act now.

Kathleen Purcell, Lifelong resident of San Francisco

From: [Alexa Frankenberg](#)
To: [Board of Supervisors \(BOS\)](#)
Date: Monday, April 22, 2024 9:00:38 AM

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

Hi--I write as a member of Calvary Presbyterian Church's Living Sanctuary group. We have supported a number of families seeking asylum who live/lived in San Francisco and have seen firsthand the barriers that they face.

Related to the hearing this morning on the resolution to address families forced to wait for housing, I request that Supervisors address the following:

- why must families wait two weeks and face homelessness, with all of the challenges this poses particularly for minor children, when then city could find alternatives?
- specifically, why can't the hotel voucher program be expanded or permanent housing be made available to move other families out of shelters to free up space?
- why is there not transparency on this waiting list so that families can have more certainty and make plans?

I am incredibly concerned about the impact of homelessness particularly on children's safety and well-being and their ability to learn. I believe this currently policy is inconsistent with values that I and many other San Franciscans hold to support all who live here.

Alexa

From: [Jamie Richardson](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Subject: Support of the Resolution urging the Department of Homelessness and Supportive Housing to Develop a Comprehensive Plan that Prioritizes Families with Children to Receive Shelter.
Date: Sunday, April 21, 2024 10:35:27 AM

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

Dear San Francisco Board of Supervisors and Mayor London Breed,

I am writing to you today in support of the Resolution urging the Department of Homelessness and Supportive Housing to Develop a Comprehensive Plan that Prioritizes Families with Children to Receive Shelter.

The current state of play for migrant arrivals cannot hold. San Francisco is a Sanctuary City, a beacon of hope for all who come to live and contribute here-- from our queer and trans ancestors, looking for a place that would accept them, to immigrants of decades past, looking for a home to rebuild their lives-- San Francisco has been that beacon. However, the current policies in place to address the homelessness crisis we face as a city lack the cultural competency and awareness to better meet the moment we are facing.

I understand the situation is dire and that our homelessness crisis has been around for a long time. But refusing to acknowledge new and intentional systems and policies that need to be implemented to meet the needs of migrant families-- who are incredibly vulnerable sleeping in temporary shelters or on the streets-- is downright cruel. We must take action as San Franciscans, and we must live up to what it means to be a City of Welcome.

Child homelessness is a crisis that cannot be understated. The mental, health, and social development impacts of child homelessness aren't fixed when a family is housed eventually. Every day that a child is homeless, can compound into lifelong traumas. Child homelessness is the number one indicator of adult homelessness. And for children from migrant families, the added challenges of navigating a new culture, country, and environment, is devastating.

Now is the time to take action, to devise a comprehensive plan to support these families in finding shelter. The City MUST respond and respond quickly.

Thank you,

Jamie Richardson
District 8 resident

From: [Kathy Ciabattoni](#)
To: [Board of Supervisors \(BOS\)](#)
Cc: [MelgarStaff \(BOS\)](#)
Subject: Support Immigrant Families Resolution/Hearing 4/22/24
Date: Saturday, April 20, 2024 10:16:40 AM

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

Dear Board of Supervisors,

We are writing to ask you to pay attention to the urgent moral crisis facing homeless families in San Francisco. We cannot have children sleeping on the streets of our great Sanctuary city!

Please support the demands of immigrant families, and all homeless families:

The immigrant families' demands are simple and cost-effective, and based on their lived experience and months of research:

1. We call on the Department of Homelessness to guarantee shelter space or a hotel voucher the same day that any family with children arrives at a City Access Point.
2. We call on the Department of Homelessness to expedite the movement of families from shelters into more permanent housing, with an online public dashboard where families and the public can monitor the waiting list and movement of families into permanent housing

And I add a request as a retired City Department of Human Services employee, please ask the Mayor to hold the Department of Homelessness staff accountable for the affordable housing units that sit vacant as so many families are without shelter. It is bureaucracy failing San Francisco once more. Please help get families into those units!

As members of Calvary Presbyterian Church and long time residents of San Francisco, we ask you to address this moral crisis. Our city is suffering with too many homeless, it affects the quality of life for all of us. And no children should ever be sleeping on the streets of this, so called, Sanctuary city.

Thank you for your thoughtful deliberation and support of the requested action for the Department of Homelessness.

Yours sincerely,
Alger and Kathleen Ciabattoni
zip 94127

From: [A. Colichidas](#)
To: [Ronen, Hillary \(BOS\)](#); [RonenStaff \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [SF Gray Panthers Board](#)
Subject: SUPPORT: FILE NO. 240239 RESOLUTION Urging Department of Homelessness and Supportive Housing to Develop a Comprehensive Plan that Prioritizes Families with Children to Receive Shelter]
Date: Monday, April 22, 2024 8:30:07 AM

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

Regarding FILE NO. 240239, to be considered by the SF Board of Supervisors Rules Committee on April 22, 2024 for referral to the entire SF Board of Supervisors.

Dear Supervisor Hillary Ronen, fellow members of the SF BOS Rules Committee (Supervisors, Walton, Safai); and the entire San Francisco Board of Supervisors:

My name is Ann Colichidas, I am on the Board of the SF Gray Panthers; member of the California Alliance For Retired Americans; and I live in SF's District 9.

I urge you, my member of the SF BOS Supervisor Ronen, the SF BOS Rules committee members Ronen, Walton and Safai; and the entire SF Board of Supervisors to vote in favor of File # 240239: A RESOLUTION Urging Department of Homelessness and Supportive Housing to Develop a Comprehensive Plan that Prioritizes Families with Children to Receive Shelter.

I join my fellow Gray Panther Board Member Art Persyko and Faith in Action Bay Area to ask you the following questions:

- 1) There are over 400 homeless families on the waiting list for shelter. Why has the City not expanded the cost-effective hotel voucher program to meet the need?
- 2) Many other families have been languishing in congregate shelters for months on end. Why has the City not expedited the movement of families out of shelters and into available permanent housing?
- 3) Why is the Department of Homelessness unwilling to be transparent with homeless families about where they are on the waiting list, or how long it will take until they access dignified housing?
- 4) There is a subsidy program for homeless families called "Family Flex" with 165 spaces funded by SF taxpayers, but only about 50 are being used. Why is the City not getting these resources out to families more quickly?
- 5). Doctors are saying that the health impacts of homelessness on children are serious and long-lasting. Teachers and social workers are saying that it's having a serious kids' ability to learn. Why is the City government not taking this problem more seriously?

6). The annual budget of the Department of Homelessness this year is \$713 million. How is it possible that we still have over 2000 homeless children in our City?

7). How is this reality consistent with our San Francisco values? When it comes to asylum seeking families fleeing from violence and trauma, why are we not welcoming them in a manner that's consistent with our status as a Sanctuary City?

Thank you for reading my letter of support and for voting your conscience to validate San Francisco values to enact this resolution in FILE NO. 240239 Urging Department of Homelessness and Supportive Housing to Develop a Comprehensive Plan that Prioritizes Families with Children to Receive Shelter.

Thank you!

Ann Colichidas
3222 18th Street B
SF 94110

From: [mason.waller](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Vote to support...
Date: Sunday, April 21, 2024 9:59:29 PM

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

Dear Supervisors,

I urge you to vote to support Supervisor Ahsha Safai and Faith in Action's demands for "no más niños viviendo en la calle/no more kids sleeping in the streets."

We urgently need housing and transparency about how resources at city access points are determined, allocated, and managed.

We deserve your full support for this in order to commit to SF truly being a sanctuary city.

Thanks,
Mason Waller



Virus-free. www.avast.com

From: [Elliot Helman](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Safai's resolution prioritizing families with children for shelter housing (#240239)
Date: Sunday, April 21, 2024 9:47:51 PM

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

Greetings,

I urge you to support Supervisor Safai's resolution. While homelessness is a heartbreaking (and increasing) reality in the US, it is especially tragic that families with children are sleeping in our streets. The potential for psychological and physical harm that can befall young children on the streets is well documented. Our City must find creative ways, among the many that are being suggested, such as prioritizing families with children for emergency housing, providing hotel vouchers and providing access to in-language, accessible, real-time updates on where families are in the process of attaining assistance.

We like to think that San Francisco is a world-class, international city. Families sleeping on the streets is not the San Francisco we want to show the world and should be a shame to us all.

Thank you.

Elliot Helman
94158

From: [Phyllis Shulman, Ph. D., MFT](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Resolution# 249239
Date: Sunday, April 21, 2024 9:35:25 PM

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

As a psychotherapist who lives and works in our beloved sanctuary city, I strongly urge you to immediately ensure housing for all our children. It is unconscionable that despite adequate legislation and the allocation of funds, we continue to force children to sleep on our sidewalks which we know is traumatic for them and their families.

Yours truly,
Phyllis Shulman, Ph.D., MFT

From: [Elsa Cabezas](#)
To: [Board of Supervisors \(BOS\)](#)
Cc: [Breed, Mayor London \(MYR\)](#)
Subject: Hearing Comment- No More Children Sleeping in the Streets
Date: Sunday, April 21, 2024 9:34:34 PM

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

April 21, 2024

Dear Mayor Breed, Supervisor Safai, and Director McSpadden,

Cries across the country are experiencing a surge in both immigration and homelessness as families fleeing violence and persecution come to the U.S to seek asylum. In San Francisco, a city that has had a designated Sanctuary City status since 1989, the local government has been absent in its response, leaving small children to sleep in vehicles, on MUNI, and under gas stations roofs.

We write in support of Supervisor Safai's resolution, and ask that San Francisco immediately do the following:

- 1) Prioritize families for shelter
- 2) Establish additional shelter for families, including immigrant families
- 3) Create a multilingual public dashboard where anyone can view the Department of Homelessness' shelter waitlist and where immigrants can monitor their own progress toward receiving shelter.

These are common sense solutions that more fully meet San Francisco's proclamation as a Sanctuary City and make our city a better place for families and children. As part of Calvary Presbyterian's community--a church that has been a sanctuary congregation supporting immigrants through accompaniment, education, and advocacy - we have seen firsthand the need for more supportive, family-friendly policies that enable families to live safely and securely. We cannot continue to make up for the City's broken systems and shortcomings.

We share below testimonies from immigrants about why these policies are necessary:

"People told us that San Francisco was a Sanctuary City where they protected immigrants, and that was one of the main reasons we wanted to come here," said Karla Margarita Solito, who arrived from El Salvador last summer with her four children after gangs threatened multiple times to kill her husband. "But the reality has been different."

Jenifer Carcamo, another asylum seeker from Honduras, explained, "I thought we were going to have stable, safe housing, but at the City Access Points, they just tell us that they are full, the shelters are full, there is no space. Even with my one-month-old baby, there is no response."

We call on San Francisco to live the values we believe it to have--supporting families, welcoming all particularly those fleeing violence or unable to live safely elsewhere--by addressing the needs we raise above and in solidarity with Faith in Action Bay Area.

We will also like to see the response regarding this whole situation and how is the city going to resolve this:

- Why is the Department of Homelessness unwilling to be transparent with homeless families about where they are on the waiting list, or how long it will take until they access dignified housing?
- There is a subsidy program for homeless families called “Family Flex” with 165 spaces funded by SF taxpayers, but only about 50 are being used. Why is the City not getting these resources out to families more quickly?
- Doctors are saying that the health impacts of homelessness on children are serious and long-lasting. Teachers and social workers are saying that it’s having a serious kids’ ability to learn. Why is the City government not taking this problem more seriously?
- The annual budget of the Department of Homelessness this year is \$713 million. How is it possible that we still have over 2000 homeless children in our City?

Sincerely,
Elsa Cabezas
SF CA, 94124



Mission Economic Development Agency ([MEDA](#))

2301 Mission Street, Suite 301
San Francisco, CA 94110
(415) 282-3334

Follow us: [Instagram](#), [Twitter](#), [LinkedIn](#), [Facebook](#) and [YouTube](#).

Please Note: MEDA observes Wellness Fridays by providing staff with a modified schedule ending at 12:30pm.

Tenga en cuenta: MEDA practica Viernes de bienestar al proporcionar a su equipo de trabajo un horario modificado que finaliza a las 12:30 p.m.

From: [Elsa Cabezas](#)
To: [Board of Supervisors \(BOS\)](#); ayorlondonbreed@sfgov.org
Subject: Hearing Comment- No More Children Sleeping in the Streets
Date: Sunday, April 21, 2024 9:31:08 PM

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

April 21, 2024

Dear Mayor Breed, Supervisor Safai, and Director McSpadden,

Cries across the country are experiencing a surge in both immigration and homelessness as families fleeing violence and persecution come to the U.S to seek asylum. In San Francisco, a city that has had a designated Sanctuary City status since 1989, the local government has been absent in its response, leaving small children to sleep in vehicles, on MUNI, and under gas stations roofs.

We write in support of Supervisor Safai's resolution, and ask that San Francisco immediately do the following:

- 1) Prioritize families for shelter
- 2) Establish additional shelter for families, including immigrant families
- 3) Create a multilingual public dashboard where anyone can view the Department of Homelessness' shelter waitlist and where immigrants can monitor their own progress toward receiving shelter.

These are common sense solutions that more fully meet San Francisco's proclamation as a Sanctuary City and make our city a better place for families and children. As part of Calvary Presbyterian's community--a church that has been a sanctuary congregation supporting immigrants through accompaniment, education, and advocacy - we have seen firsthand the need for more supportive, family-friendly policies that enable families to live safely and securely. We cannot continue to make up for the City's broken systems and shortcomings.

We share below testimonies from immigrants about why these policies are necessary:

"People told us that San Francisco was a Sanctuary City where they protected immigrants, and that was one of the main reasons we wanted to come here," said Karla Margarita Solito, who arrived from El Salvador last summer with her four children after gangs threatened multiple times to kill her husband. "But the reality has been different."

Jenifer Carcamo, another asylum seeker from Honduras, explained, "I thought we were going to have stable, safe housing, but at the City Access Points, they just tell us that they are full, the shelters are full, there is no space. Even with my one-month-old baby, there is no response."

We call on San Francisco to live the values we believe it to have--supporting families, welcoming all particularly those fleeing violence or unable to live safely elsewhere--by addressing the needs we raise above and in solidarity with Faith in Action Bay Area.

We will also like to see the response regarding this whole situation and how is the city going to resolve this:

- Why is the Department of Homelessness unwilling to be transparent with homeless families about where they are on the waiting list, or how long it will take until they access dignified housing?
- There is a subsidy program for homeless families called “Family Flex” with 165 spaces funded by SF taxpayers, but only about 50 are being used. Why is the City not getting these resources out to families more quickly?
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- The annual budget of the Department of Homelessness this year is \$713 million. How is it possible that we still have over 2000 homeless children in our City?

Sincerely,
Elsa Cabezas
SF CA, 94124



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Tenga en cuenta: MEDA practica Viernes de bienestar al proporcionar a su equipo de trabajo un horario modificado que finaliza a las 12:30 p.m.

From: [Jane Hurlburt](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Families Sleepig in SF Streets
Date: Sunday, April 21, 2024 9:26:54 PM

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

SF Board of Supervisors,

How can we as San Franciscans continue to ignore the homeless tragedy in our beloved city?

Why not expand the hotel voucher program to meet the growing need for shelter?

How can we make available more permanent and affordable housing?

With over 2,000 homeless children in our city who will turn into adults - there could be a situation where drugs and crime are their only future.

Please show and act with compassion when you meet tomorrow on the Faith in Action

Bay Area's community ministries' resolution of the ever growing homeless issue.

Please make our city a shining example of caring for our homeless brethren, especially the children.

Thank you for your consideration of our request for an answer, an action, a solution.

Yours truly,

Jane Hurlburt

Sanctuary Team

Calvary Presbyterian Church - San Francisco

From: [Lynn Murphy](#)
To: [Board of Supervisors \(BOS\)](#)
Cc: [Breed, Mayor London \(MYR\)](#)
Subject: Re No More Children Sleeping in the Streets
Date: Sunday, April 21, 2024 9:07:42 PM

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

Dear Board of Supervisors,

Today you will be asked to consider the fate of real people who have come to San Francisco for a better life. Parents who have risked everything to provide a better life for their children. ***Please support the resolution*** written by Supervisor Ahsha Safai and co-sponsored by Supervisors Dean Preston, Hillary Ronen, Shamann Walton, Connie Chan, and Aaron Peskin.

As a mother, entrepreneur, and longtime voting citizen of San Francisco, I ask you to lead with love and kindness and vote to take responsibility and ensure the health, safety, and dignity of humanity. San Francisco is one of the most beautiful and wealthiest cities in the world and it is unconscionable to condemn children and their families out on the streets.

I have learned that there are over 400 families on the waiting list for shelter -- and many hundreds more have been languishing in congregate emergency shelters since last summer.

- Why is the Department of Homelessness unwilling to be transparent with homeless families about where they are on the waiting list, or how long it will take until they access dignified housing?
- There is a subsidy program for homeless families called "Family Flex" with 165 spaces funded by SF taxpayers, but only about 50 are being used. Why is the City not getting these resources out to families more quickly?
- Doctors are saying that the health impacts of homelessness on children are serious and long-lasting. Teachers and social workers are saying that it's having a serious kids' ability to learn. Why is the City government not taking this problem more seriously?
- The annual budget of the Department of Homelessness this year is \$713 million. How is it possible that we still have over 2000 homeless children in our City?
- How is this reality consistent with our San Francisco values? When it comes to asylum seeking families fleeing from violence and trauma, why are we not welcoming them in a manner that's consistent with our status as a Sanctuary City?

Thank you for your service,
Lynn Lee Murphy

From: [Art Persyko](#)
To: [Board of Supervisors \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Ronen, Hillary \(BOS\)](#)
Cc: [Breed, Mayor London \(MYR\)](#); [SF Gray Panthers Board](#)
Subject: Letter of support to SF BOS: FILE NO. 240239 RESOLUTION Urging Department of Homelessness and Supportive Housing to Develop a Comprehensive Plan that Prioritizes Families with Children to Receive Shelter]
Date: Sunday, April 21, 2024 9:04:36 PM

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

April 21, 2024

Regarding FILE NO. 240239, to be considered by the SF Board of Supervisors Rules Committee on April 22, 2024 for referral to the entire SF Board of Supervisors.

Dear Supervisor Catherine Sefani; members of the SF BOS Rules Committee (Supervisors Ronen, Walton, Safai); and the entire San Francisco Board of Supervisors:

My name is Art Persyko, I am on the Board of the SF Gray Panthers; a co-convener of the California Alliance For Retired Americans; and I live in SF's District 2.

I urge you, my member of the SF BOS Supervisor Stefani; the SF BOS Rules committee members Ronen, Walton and Safai; and the entire SF Board of Supervisors to vote in favor of File # 240239: A RESOLUTION Urging Department of Homelessness and Supportive Housing to Develop a Comprehensive Plan that Prioritizes Families with Children to Receive Shelter.

I join Faith in Action Bay Area to ask you the following questions:

- 1) There are over 400 homeless families on the waiting list for shelter. Why has the City not expanded the cost-effective hotel voucher program to meet the need?
- 2) Many other families have been languishing in congregate shelters for months on end. Why has the City not expedited the movement of families out of shelters and into available permanent housing?
- 3) Why is the Department of Homelessness unwilling to be transparent with homeless families about where they are on the waiting list, or how long it will take until they access dignified housing?
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- 6). The annual budget of the Department of Homelessness this year is \$713 million. How is it possible that we still have over 2000 homeless children in our City?
- 7). How is this reality consistent with our San Francisco values? When it comes to asylum seeking families fleeing from violence and trauma, why are we not welcoming them in a manner that's consistent with our status as a Sanctuary City?

Thank you for reading my letter of support and for voting your conscience to validate San Francisco values to enact

this resolution in FILE NO. 240239 Urging Department of Homelessness and Supportive Housing to Develop a Comprehensive Plan that Prioritizes Families with Children to Receive Shelter.

Thank you!

-Sincerely, Art Persyko, 2190 Washington Street, Apt 608, San Francisco, California, 94109; and board member of the SF Gray Panthers as well as the co-convener of the San Francisco Community Action Team of the California Alliance for Retired Americans.

From: [Suzanne Martin](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Homelessness
Date: Sunday, April 21, 2024 4:16:15 PM

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

Please move homeless people off the streets and into shelters and permanent housing. Use annual budget of \$713 million to treat homeless. Please clean filthy streets. There is no excuse for streets being so dirty and full of trash.

Suzanne Martin
San Francisco CA 94109

Sent from my iPhone

From: [Georgina K.](#)
To: [Board of Supervisors \(BOS\)](#)
Cc: [Breed, Mayor London \(MYR\)](#)
Subject: Resolution urging Department of Homelessness and Supportive Housing to Develop a Comprehensive Plan that Prioritizes Families with Children to Receive Shelter
Date: Sunday, April 21, 2024 3:56:33 PM
Attachments: [Letter for SF Board of Supervisors.pdf](#)

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

April 21st, 2024

Dear Mayor Breed, Supervisor Safai, and Director McSpadden,

Cities across America are experiencing a surge in both immigration and homelessness as families fleeing violence and persecution come to the United States to seek asylum. In San Francisco, a city that has had designated Sanctuary City status since 1989, the local government has been absent in its response, leaving small children to sleep in cars, on MUNI, and under gas station roofs.

We write in support of Supervisor Safai's resolution, and ask that San Francisco immediately do the following:

- 1. Prioritize families for shelter**
- 2. Establish additional shelter for families, including immigrant families**
- 3. Create a multilingual public dashboard where anyone can view the Department of Homelessness' shelter waitlist and where immigrants can monitor their own progress toward receiving shelter.**

These are common sense solutions that more fully meet San Francisco's proclamation as a Sanctuary City and make our city a better place for families, children, and San Francisco residents. As part of Calvary Presbyterian's community — a church that has been a sanctuary congregation supporting immigrants through accompaniment, education, and advocacy — we have seen firsthand the need for more supportive, family-friendly policies that enable families to live safely and securely. We cannot continue to make up for the City's broken systems and shortcomings.

We share below testimonies from immigrants about why these policies are necessary:

"People told us that San Francisco was a Sanctuary City where they protected immigrants, and that was one of the main reasons we wanted to come here," said Karla Margarita Solito, who arrived from El Salvador last summer with her four children after gangs threatened multiple times to kill her husband. "But the reality has been different."

"I thought we were going to have stable, safe housing, but at the City Access Points, they just tell us that they are full, the shelters are full, there is no space. Even with my one month old baby, there is no response." — Jenifer Carcamo, asylum seeker from Honduras.

We call on San Francisco to live the values we believe it to have — supporting families, welcoming all particularly those fleeing violence or unable to live safely elsewhere — by addressing the needs we raise above and in solidarity with Faith in Action Bay Area.

Sincerely,

Georgina Khodayari

Georgina Khodayari
1282 Green St. San Francisco, CA 94109

April 21st, 2024

Dear Mayor Breed, Supervisor Safai, and Director McSpadden,

Cities across America are experiencing a surge in both immigration and homelessness as families fleeing violence and persecution come to the United States to seek asylum. In San Francisco, a city that has had designated Sanctuary City status since 1989, the local government has been absent in its response, leaving small children to sleep in cars, on MUNI, and under gas station roofs.

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We call on San Francisco to live the values we believe it to have — supporting families, welcoming all particularly those fleeing violence or unable to live safely elsewhere — by addressing the needs we raise above and in solidarity with Faith in Action Bay Area.

Sincerely,



Georgina Khodayari
1282 Green St. San Francisco, CA 94109

April 19th, 2024

Dear Mayor Breed, Supervisor Safai, and Director McSpadden,

Cities across the country are experiencing a surge in both immigration and homelessness as families fleeing violence and persecution come to the U.S. to seek asylum. In San Francisco, a city that has had designated Sanctuary City status since 1989, the local government has been absent in its response, leaving small children to sleep in vehicles, on MUNI, and under gas station roofs.

We write in support of Supervisor Safai's resolution, and ask that San Francisco immediately do the following:

- 1) Prioritize families for shelter**
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Jenifer Carcamo, another asylum seeker from Honduras, explained, "I thought we were going to have stable, safe housing, but at the City Access Points, they just tell us that they are full, the shelters are full, there is no space. Even with my one-month-old baby, there is no response."

We call on San Francisco to live the values we believe it to have—supporting families, welcoming all particularly those fleeing violence or unable to live safely elsewhere—by addressing the needs we raise above and in solidarity with Faith in Action Bay Area.

Sincerely,



Jackelyne Carrillo

LTF Case Manager

150 Executive Park Blvd. SF CA 94134

From: [Patricia Ahlbrandt](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Homeless/Immigrant children
Date: Sunday, April 21, 2024 3:26:14 PM

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

Please take the actions necessary to humanely house immigrant and homeless children. The current situation is inhumane.

Patricia Ahlbrandt

Sent from my iPad

From: [Lora Lempert](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Unhoused children
Date: Sunday, April 21, 2024 9:36:47 AM

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

Dear supervisors,

It is shameful that is city with the resources of San Francisco and the reputation for liberal ideas would allow families with children to sleep on the street! Please Support first choice housing for families with children.

Lora Bex Lempert, Ph.D.
Professor Emerita
University of Michigan - Dearborn

**“Our lives begin to end the day we become silent about the things that matter.”
— Martin Luther King, Jr.**

From: [Jackelyne Carrillo](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Subject: Resolution urging the Department of Homelessness and Supportive Housing to prioritize families with children
Date: Friday, April 19, 2024 5:19:17 PM
Attachments: [April 19th, 2024.pdf](#)

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

Hello,

I'm an SF Resident in support of Safai's resolution to urge the Department of Homelessness and Supportive Housing to prioritize Immigrant families for same day shelters. Refer to attached document for letter.

--



Jackelyne (Jackie) Carrillo

She/Her/Hers

Case Manager, Latino Task Force (LTF)

Excelsior & Bayview Hubs

Bay Area Community Resources

M 415-942-2495 **E** jcarrillo@bacr.org **W** www.bacr.org



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From: [Carolina Martinez](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Subject: Supporting homeless immigrants families
Date: Friday, April 19, 2024 5:11:27 PM
Attachments: [Dear Mayor Breed, Supervisor Safai, and Director McSpadden..pdf](#)

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

From: [Nathalia Bedoya](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Subject: Supporting homeless immigrant families
Date: Friday, April 19, 2024 5:11:05 PM
Attachments: [Dear Mayor Breed, Supervisor Safai, and Director McSpadden..pdf](#)

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

04/19/2024

Dear Mayor Breed, Supervisor Safai, and Director McSpadden,

Cities across the country are experiencing a surge in both immigration and homelessness as families fleeing violence and persecution come to the U.S. to seek asylum. In San Francisco, a city that has had designated Sanctuary City status since 1989, the local government has been absent in its response, leaving small children to sleep in vehicles, on MUNI, and under gas station roofs.

We write in support of Supervisor Safai's resolution, and ask that San Francisco immediately do the following:

- 1) Prioritize families for shelter
- 2) Establish additional shelter for families, including immigrant families
- 3) Create a multilingual public dashboard where anyone can view the Department of Homelessness' shelter waitlist and where immigrants can monitor their own progress toward receiving shelter.

These are common sense solutions that more fully meet San Francisco's proclamation as a Sanctuary City and make our city a better place for families and children. As part of Calvary Presbyterian's community—a church that has been a sanctuary congregation supporting immigrants through accompaniment, education, and advocacy—we have seen firsthand the need for more supportive, family-friendly policies that enable families to live safely and securely. We cannot continue to make up for the City's broken systems and shortcomings.

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We call on San Francisco to live the values we believe it to have—supporting families, welcoming all particularly those fleeing violence or unable to live safely elsewhere—by addressing the needs we raise above and in solidarity with Faith in Action Bay Area.

Sincerely,

Nathalia Beteta S.

4931 Mission St
Casa de apoyo.

From: [MARIO FLORES](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Resolution supporting homeless immigrant families
Date: Friday, April 19, 2024 5:10:38 PM
Attachments: [Dear Mayor Breed, Supervisor Safaí, and Director McSpadden..pdf](#)

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

Date: April 19th 2024

To: Board of Supervisors, Mayor Breed

Dear Mayor Breed, Supervisor Safai, and Director McSpadden,

Cities across the country are experiencing a surge in both immigration and homelessness as families fleeing violence and persecution come to the U.S. to seek asylum. In San Francisco, a city that has had designated Sanctuary City status since 1989, the local government has been absent in its response, leaving small children to sleep in vehicles, on MUNI, and under gas station roofs.

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- 2) Establish additional shelter for families, including immigrant families
- 3) Create a multilingual public dashboard where anyone can view the Department of Homelessness' shelter waitlist and where immigrants can monitor their own progress toward receiving shelter.

These are common sense solutions that more fully meet San Francisco's proclamation as a Sanctuary City and make our city a better place for families and children. As part of Calvary Presbyterian's community—a church that has been a sanctuary congregation supporting immigrants through accompaniment, education, and advocacy—we have seen firsthand the need for more supportive, family-friendly policies that enable families to live safely and securely. We cannot continue to make up for the City's broken systems and shortcomings.

We share below testimonies from immigrants about why these policies are necessary:

"People told us that San Francisco was a Sanctuary City where they protected immigrants, and that was one of the main reasons we wanted to come here," said Karla Margarita Solito, who arrived from El Salvador last summer with her four children after gangs threatened multiple times to kill her husband. "But the reality has been different."

Jenifer Carcamo, another asylum seeker from Honduras, explained, "I thought we were going to have stable, safe housing, but at the City Access Points, they just tell us that they are full, the shelters are full, there is no space. Even with my one-month-old baby, there is no response."

We call on San Francisco to live the values we believe it to have—supporting families, welcoming all particularly those fleeing violence or unable to live safely elsewhere—by addressing the needs we raise above and in solidarity with Faith in Action Bay Area.

Sincerely,



From: [Bolick, Erin](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Re: No More Children Sleeping on The Streets
Date: Friday, April 19, 2024 3:42:41 PM

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

Please support housing for our families!

Best,
Erin

On Fri, Apr 19, 2024 at 3:30 PM Bolick, Erin <bolicke@sfusd.edu> wrote:

I am a public school social worker. I have many families coming to me daily looking for work, shelter, food, and other basic necessities. We have a lot of students in unstable housing situations. No child should be sleeping on the street. It is inhuman!

--

Best Regards,
Erin Mausisa-Bolick
she/her
School Social Worker
Thurgood Marshall Academic High School

SFUSD Family Resource Link Line: 415-340-1716, Monday thru Friday, 9am - 1pm
For Families experiencing homelessness contact one of the city's Access Points:

- Central City Access Point- 415-644-0504
- Bayview Access Point- 415-430-6320
- Mission Access Point - 415-972-1281

San Francisco Comprehensive Child Crisis: (415) 970-3800

The 24/7 Safe & Sound TALK Line: 415-441-KIDS (415-441-5437)

Crisis Hotline / SF Suicide Prevention Hotline: (415) 781-0500

CONFIDENTIAL STUDENT INFORMATION:

--

Best Regards,
Erin Mausisa-Bolick
she/her

School Social Worker
Thurgood Marshall Academic High School

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CONFIDENTIAL STUDENT INFORMATION:

From: [Bolick, Erin](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: No More Children Sleeping on The Streets
Date: Friday, April 19, 2024 3:30:57 PM

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

I am a public school social worker. I have many families coming to me daily looking for work, shelter, food, and other basic necessities. We have a lot of students in unstable housing situations. No child should be sleeping on the street. It is inhuman!

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she/her
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The 24/7 Safe & Sound TALK Line: 415-441-KIDS (415-441-5437)

Crisis Hotline / SF Suicide Prevention Hotline: (415) 781-0500

CONFIDENTIAL STUDENT INFORMATION:

From: [Geri Almanza](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: 4/22/24 Safai Housing Legislation
Date: Friday, April 19, 2024 3:07:04 PM
Attachments: [uesfscans@gmail.com_20240419_154526.pdf](#)

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

Hi

I would like to submit this letter for the official record on behalf of UESF President Cassandra Curiel.



UESF

United Educators of San Francisco
AFT/CFT, AFL-CIO • NEA/CTA

2310 Mason Street ■ San Francisco, CA 94133 ■ 415 956-8373 ■ Fax 415 956-8374 ■ www.uesf.org

Mayor London Breed
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Supervisor Ahsha Safai
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Director McSpadden
Director, Department of Homelessness and Supportive Housing
City Hall, Room 358
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Mayor Breed, Supervisor Safai, and Director McSpadden,

On behalf of the United Educators of San Francisco, I am writing to express our full support for Supervisor Safai's resolution advocating for immediate prioritization of families for shelter, the establishment of additional shelter for families, including immigrant families, and the creation of a multilingual public dashboard for the Department of Homelessness shelter waitlist where immigrants can monitor their own progress toward receiving shelter.

As educators deeply embedded in the fabric of San Francisco's communities, we witness firsthand the profound impact of homelessness on our students and their families. Every day, we see children coming to school hungry, exhausted, and anxious because they lack stable housing. Every child in San Francisco should have a safe and stable place to call home, where they can thrive academically, socially, and emotionally.

Prioritizing families for shelter is not only the compassionate thing to do, but it is also essential for breaking the cycle of intergenerational poverty and homelessness. By providing families with immediate access to shelter, we can prevent further trauma and instability, allowing parents to focus on securing employment and accessing resources to rebuild their lives.

Furthermore, we recognize the unique challenges faced by immigrant families in accessing housing and support services. Many immigrant families fear seeking assistance due to concerns about their immigration status, leaving them particularly vulnerable to homelessness. It is crucial

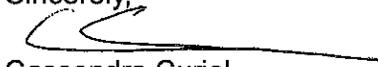
that our city takes proactive steps to ensure that all families, regardless of immigration status, have equitable access to shelter and support services.

Additionally, the establishment of a multilingual public dashboard for the shelter waitlist is a vital step towards transparency and accountability in addressing homelessness in our city. This dashboard will empower residents to track the progress of shelter placements and advocate for improvements in our homelessness response system. By providing information in multiple languages, we can ensure that all members of our diverse community can actively engage in efforts to address homelessness.

In conclusion, we urge you to swiftly pass and implement the resolution to prioritize families for shelter, establish additional shelter for families, including immigrant families, and create a multilingual public dashboard for the shelter waitlist. Our children and families cannot wait any longer for the support and resources they urgently need. As we fight for the schools our students deserve, we expect the city of San Francisco to make sure our students have the resources necessary to fully participate in their schooling which includes dignified housing.

Thank you for your attention to this critical issue, and we look forward to working together to create a more just and compassionate San Francisco.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cassondra Curiel', with a long horizontal stroke extending to the right.

Cassondra Curiel

President, United Educators of San Francisco

04/19/2024

Dear Mayor Breed, Supervisor Safaí, and Director McSpadden,

Cities across the country are experiencing a surge in both immigration and homelessness as families fleeing violence and persecution come to the U.S. to seek asylum. In San Francisco, a city that has had designated Sanctuary City status since 1989, the local government has been absent in its response, leaving small children to sleep in vehicles, on MUNI, and under gas station roofs.

We write in support of Supervisor Safaí's resolution, and ask that San Francisco immediately do the following:

- 1) Prioritize families for shelter
- 2) Establish additional shelter for families, including immigrant families
- 3) Create a multilingual public dashboard where anyone can view the Department of Homelessness' shelter waitlist and where immigrants can monitor their own progress toward receiving shelter.

These are common sense solutions that more fully meet San Francisco's proclamation as a Sanctuary City and make our city a better place for families and children. As part of Calvary Presbyterian's community—a church that has been a sanctuary congregation supporting immigrants through accompaniment, education, and advocacy—we have seen firsthand the need for more supportive, family-friendly policies that enable families to live safely and securely. We cannot continue to make up for the City's broken systems and shortcomings.

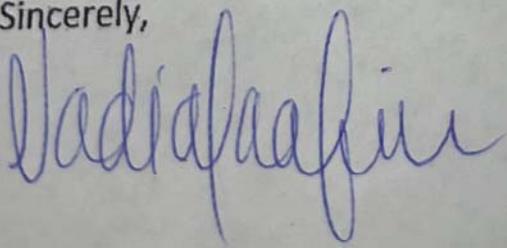
We share below testimonies from immigrants about why these policies are necessary:

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Jenifer Carcamo, another asylum seeker from Honduras, explained, "I thought we were going to have stable, safe housing, but at the City Access Points, they just tell us that they are full, the shelters are full, there is no space. Even with my one-month-old baby, there is no response."

We call on San Francisco to live the values we believe it to have—supporting families, welcoming all particularly those fleeing violence or unable to live safely elsewhere—by addressing the needs we raise above and in solidarity with Faith in Action Bay Area.

Sincerely,



From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: No further changes to Lake Street
Date: Thursday, April 25, 2024 1:49:14 PM

Dear Supervisors,

Please see below regarding Lake Street Slow Street Program.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From: Michael G <lake@openslowstreets.com>
Sent: Thursday, April 25, 2024 10:58 AM
To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Sweet, Alexandra C. (MYR) <alexandra.c.sweet@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Cityattorney <Cityattorney@sfcityatty.org>
Subject: No further changes to Lake Street

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

My name is Michael G

My email address is elcabritos@gmail.com

In light of recent proposals to alter Lake Street's "Slow Street" designation, our community is united in its call to maintain the status quo. Since the SFMTA Board enacted the designation on December 16, 2022, we have moved past initial resistance to embrace the changes, finding a delicate balance in our daily lives. The push for modifications threatens to undo this balance, bringing unwelcome disruption and uncertainty back to our neighborhood.

The community's acceptance of the "Slow Street" setup has been a journey of adaptation, not an outright achievement. It represents a compromise that has brought unexpected stability and safety. The prospect of revisiting these measures stirs concern, suggesting a return to the conflicts and challenges we've worked hard to overcome. Any change at this juncture would unsettle this hard-earned equilibrium and compromise the community's well-being.

We request that the city officials consider the substantial efforts our community has made to adapt to the "Slow Street" designation and refrain from implementing any further changes. Preserving the current setup is essential for maintaining the peace and stability that, while not initially sought, has become valued by our residents.

Thank you for your attention to this matter and for respecting the wishes of our community. Your support in keeping Lake Street's designation unchanged is crucial for our continued harmony and safety.

Sincerely,
Michael G

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Jalipa, Brent \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: please provide to all supervisors, re upcoming BUDGET
Date: Thursday, April 25, 2024 1:41:19 PM

Dear Supervisors,

Please see below regarding to the City Budget.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: Sandy <sweil46117@aol.com>
Sent: Tuesday, April 23, 2024 10:57 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: please provide to all supervisors, re upcoming BUDGET

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

Dear Supervisors:
"Emergency Rental Assistance Program" could experience budget cuts up

to 50%. That would impact building code enforcement, housing subsidies and childcare programs."

This would be NUTS and cost taxpayers more money because once individuals and families become homeless it cost more to get them back into housing than the emergency rental assistance provided. Not to mention the TRAUMA to the people ending up homeless! NO CUTS to rental assistance program. That would be BACKWARDS, STUPID, and economically short-sighted and more costly!!!!!!!!!!!!

How about cutting anyone on SF Payroll making over \$300K gets a 10% cut, over \$400K a 12.5% cut, over \$500K a 15% cut. And why should our SF Mayor dealing with a population of under 1 million people make \$357K? The Gov of CA makes \$234K and deals with a population of 39 Million! Get real. Absolutely need to cut the fat!!!

**Sincerely,
Sandy Weil
2083 28th ave. SF, CA 94116**

Email tagline:

Reminder... "We must concentrate not merely on the negative expulsion of war, but the positive affirmation of peace." MLK Jr.

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: Merchant corridors affected by SFMTA policies 28 Letters
Date: Thursday, April 25, 2024 1:57:47 PM
Attachments: [SFMTA affects to merchant corridors 28 Letters.pdf](#)

Dear Supervisors,

Please see the attached 28 letters regarding affects to merchant corridors by polices of the San Francisco Municipal Transportation Agency (SFMTA).

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

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From: [Tom Weyer](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Wednesday, April 24, 2024 7:57:27 PM

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

Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Tom Weyer
Email weyer@me.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

Dear Mayor Breed, Supervisors and SFMTA,

Valencia Street is the last straw. This is an emergency that you need to get under control. SFMTA runs rampant and unchecked damaging San Francisco neighborhoods and business corridors, and it is destroying our beloved City. Jeff Tumlin is an unelected bureaucrat accountable to no one, and he is imposing HIS dysfunctional and biased vision on the streets of San Francisco to the detriment of the vast majority of residents, commuting workers and businesses. It is time: Tumlin must be fired or forced to resign.

Here is just a small sample of merchant corridors, already struggling from the pandemic, where closures are happening or have happened along streets that SFMTA destroyed all while turning a deaf ear to the concerns voiced in public forums about their plans in these corridors:

Valenica Street
Van Ness Avenue
Market Street
Geary Boulevard
Taraval Street
Ocean Avenue
Polk Avenue
Hayes Street
and the list goes on and on...

This is a crisis: SF is losing too many beloved neighborhood institutions in once-vibrant business corridors, the unique areas that define SF. You must act NOW to stop this.

SFMTA's job is to make movement of people and goods as friction-free and safe as possible. ALL modes of transportation, including driving (what the vast majority of San Franciscans do). Tumlin has made it clear that he wants to end car use. If you support him I expect that you will only take public transit and bike from now on, to all of your work-related, personal and public engagements. If you are currently chauffeured, in a CAR. Don't be a hypocrite - either stop that or stand up for the rest of us.

Pre-pandemic ridership on Muni averaged over 700,000 per day, since the pandemic ridership averages less than 400,000 per day. But instead of making MUNI safer, more reliable and more attractive to riders, SFMTA is focused on forcing its anti-car ideology while prepping yet another bond measure to "save MUNI". No thanks.

City Hall elevates itself above citizens. It is beyond selfish for public servants to have parking spaces and drive where they need to go, yet dictate to the taxpaying citizens that our goals and needs should be met in a different way.

We, the silent majority of over 490,000 registered vehicles in SF, want ALL transportation to be facilitated and are coming together to fight the counterproductive, biased SFMTA and Bike Coalition agenda. Tumlin and the unchecked SFMTA will be an election issue this year. The monopoly on power is ending.

We insist that you replace Tumlin with an SFMTA director who is willing to listen and serve the needs of ALL San Franciscans

Enough is ENOUGH: SFMTA's destruction of small businesses and the overall quality of life in SF will not be tolerated any longer.

From: [Mark Grey](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Wednesday, April 24, 2024 5:18:29 PM

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

Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Mark Grey
Email consep_mg@yahoo.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message: Dear Mayor Breed, Supervisors and SFMTA,

Valencia Street is the last straw. This is an emergency that you need to get under control. SFMTA runs rampant and unchecked damaging San Francisco neighborhoods and business corridors, and it is destroying our beloved City. Jeff Tumlin is an unelected bureaucrat accountable to no one, and he is imposing HIS dysfunctional and biased vision on the streets of San Francisco to the detriment of the vast majority of residents, commuting workers and businesses. It is time: Tumlin must be fired or forced to resign.

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We insist that you replace Tumlin with an SFMTA director who is willing to listen and serve the needs of ALL San Franciscans

Enough is ENOUGH: SFMTA's destruction of small businesses and the overall quality of life in SF will not be tolerated any longer.

From: [Kathleen Gee](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Tuesday, April 23, 2024 10:53:36 AM

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

Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Kathleen Gee
Email kathygee606@att.net
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

Dear Mayor Breed,

Valencia Street is the last straw. This is an emergency that you need to get under control. SFMTA runs rampant and unchecked damaging San Francisco neighborhoods and business corridors, and it is destroying our beloved City. Jeff Tumlin is an unelected bureaucrat accountable to no one, and he is imposing HIS dysfunctional and biased vision on the streets of San Francisco to the detriment of the vast majority of residents, commuting workers and businesses. It is time: Tumlin must be fired or forced to resign.

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We insist that you replace Tumlin with an SFMTA director who is willing to listen and serve the needs of ALL San Franciscans

Enough is ENOUGH: SFMTA's destruction of small businesses and the overall quality of life in SF will not be tolerated any longer.

From: [Peter Newell](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Tuesday, April 23, 2024 10:45:53 AM

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

Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Peter Newell
Email blue4racing@gmail.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message: Dear Mayor Breed, Supervisors and SFMTA,

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Enough is ENOUGH: SFMTA's destruction of small businesses and the overall quality of life in SF will not be tolerated any longer.

From: [Peter Lee](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Tuesday, April 23, 2024 2:52:18 AM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent **Peter Lee**
Email peterboothlee@hotmail.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message: Dear Mayor Breed, Supervisors and SFMTA,

Valencia Street is the last straw. This is an emergency that you need to get under control. SFMTA runs rampant and unchecked damaging San Francisco neighborhoods and business corridors, and it is destroying our beloved City. Jeff Tumlin is an unelected bureaucrat accountable to no one, and he is imposing HIS dysfunctional and biased vision on the streets of San Francisco to the detriment of the vast majority of residents, commuting workers and businesses. It is time: Tumlin must be fired or forced to resign.

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From: [Tamara Little](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Monday, April 22, 2024 9:57:29 AM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Tamara Little
Email tamaralittle@live.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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From: [Andrew B Gottlieb](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Monday, April 22, 2024 8:35:40 AM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Andrew B Gottlieb
Email agottlieb54@gmail.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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From: [Dino Lettieri](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Monday, April 22, 2024 1:23:13 AM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Dino Lettieri
Email dino@lettieri.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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From: [David Eisenberg](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Sunday, April 21, 2024 10:11:57 PM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent David Eisenberg
Email david@microtracers.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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From: [JONATHAN LINDER](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Sunday, April 21, 2024 8:25:59 PM

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

Message to the Board of Supervisors, Mayor and SFMTA

From your constituent JONATHAN LINDER
Email BigDaddy69_77@yahoo.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message: Dear Mayor Breed, Supervisors and SFMTA,

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From: [karen Breslin](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Sunday, April 21, 2024 5:34:05 PM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent karen Breslin
Email kbsmail@sbcglobal.net
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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From: [marion.gourlay](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Sunday, April 21, 2024 4:24:24 PM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent marion gourlay
Email mariongourlay@hotmail.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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From: [Scott Cox](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Sunday, April 21, 2024 3:42:24 PM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Scott Cox
Email tapbirds@gmail.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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We insist that you replace Tumlin with an SFMTA director who is willing to listen and serve the needs of ALL San Franciscans

Enough is ENOUGH: SFMTA's destruction of small businesses and the overall quality of life in SF will not be tolerated any longer.

From: [Richard Bodisco](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Sunday, April 21, 2024 8:51:43 AM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Richard Bodisco
Email bodisco@sbcglobal.net
I live in District

Enough is enough: Fire Jeff Tumlin

Message: Dear Mayor Breed, Supervisors and SFMTA,

Valencia Street is the last straw. This is an emergency that you need to get under control. SFMTA runs rampant and unchecked damaging San Francisco neighborhoods and business corridors, and it is destroying our beloved City. Jeff Tumlin is an unelected bureaucrat accountable to no one, and he is imposing HIS dysfunctional and biased vision on the streets of San Francisco to the detriment of the vast majority of residents, commuting workers and businesses. It is time: Tumlin must be fired or forced to resign.

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Valenica Street
Van Ness Avenue
Market Street
Geary Boulevard
Taraval Street
Ocean Avenue
Polk Avenue
Hayes Street
and the list goes on and on...

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SFMTA's job is to make movement of people and goods as friction-free and safe as possible. ALL modes of transportation, including driving (what the vast majority of San Franciscans do). Tumlin has made it clear that he wants to end car use. If you support him I expect that you will only take public transit and bike from now on, to all of your work-related, personal and public engagements. If you are currently chauffeured, in a CAR. Don't be a hypocrite - either stop that or stand up for the rest of us.

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From: [Lou Barberini](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Sunday, April 21, 2024 6:45:23 AM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Lou Barberini

Email lb24sf@gmail.com

I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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From: [Ann Degiovanni](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Saturday, April 20, 2024 8:14:18 PM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Ann Degiovanni
Email anndegiovanni@gmail.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

Dear Mayor Breed,

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From: [Wendy Liu](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Saturday, April 20, 2024 6:31:05 PM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Wendy Liu
Email wendythecutter@gmail.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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From: [Gabrielle Lavelle](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Saturday, April 20, 2024 4:42:42 PM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Gabrielle Lavelle
Email gcatlavelle@gmail.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

Dear Mayor Breed,

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From: [Diana Dubash](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Saturday, April 20, 2024 5:38:30 AM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Diana Dubash

Email dirus@pacbell.net

I live in District

Enough is enough: Fire Jeff Tumlin

Message: Dear Mayor Breed,

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From: [Ignacio Orellana-Garcia](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Friday, April 19, 2024 8:35:52 PM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Ignacio Orellana-Garcia

Email Volare232@hotmail.com

I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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From: [Carol Sheehy](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Friday, April 19, 2024 7:50:39 PM

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

Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Carol Sheehy
Email shehi903@aol.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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From: [Grant Ingram](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Friday, April 19, 2024 5:14:03 PM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Grant Ingram

Email grant.ingram@yahoo.com

I live in District

Enough is enough: Fire Jeff Tumlin

Message: Dear Mayor Breed,

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From: [Jim Irving](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Friday, April 19, 2024 2:49:44 PM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Jim Irving
Email jpirving@hotmail.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message: Dear Mayor Breed, Supervisors and SFMTA,

Valencia Street is the last straw. This is an emergency that you need to get under control. SFMTA runs rampant and unchecked damaging San Francisco neighborhoods and business corridors, and it is destroying our beloved City. Jeff Tumlin is an unelected bureaucrat accountable to no one, and he is imposing HIS dysfunctional and biased vision on the streets of San Francisco to the detriment of the vast majority of residents, commuting workers and businesses. It is time: Tumlin must be fired or forced to resign.

Here is just a small sample of merchant corridors, already struggling from the pandemic, where closures are happening or have happened along streets that SFMTA destroyed all while turning a deaf ear to the concerns voiced in public forums about their plans in these corridors:

Valenica Street
Van Ness Avenue
Market Street
Geary Boulevard
Taraval Street
Ocean Avenue
Polk Avenue
Hayes Street
and the list goes on and on...

This is a crisis: SF is losing too many beloved neighborhood institutions in once-vibrant business corridors, the unique areas that define SF. You must act NOW to stop this.

SFMTA's job is to make movement of people and goods as friction-free and safe as possible. ALL modes of transportation, including driving (what the vast majority of San Franciscans do). Tumlin has made it clear that he wants to end car use. If you support him I expect that you will only take public transit and bike from now on, to all of your work-related, personal and public engagements. If you are currently chauffeured, in a CAR. Don't be a hypocrite - either stop that or stand up for the rest of us.

Pre-pandemic ridership on Muni averaged over 700,000 per day, since the pandemic ridership averages less than 400,000 per day. But instead of making MUNI safer, more reliable and more attractive to riders, SFMTA is focused on forcing its anti-car ideology while prepping yet another bond measure to "save MUNI". No thanks.

City Hall elevates itself above citizens. It is beyond selfish for public servants to have parking spaces and drive where they need to go, yet dictate to the taxpaying citizens that our goals and needs should be met in a different way.

We, the silent majority of over 490,000 registered vehicles in SF, want ALL transportation to be facilitated and are coming together to fight the counterproductive, biased SFMTA and Bike Coalition agenda. Tumlin and the unchecked SFMTA will be an election issue this year. The monopoly on power is ending.

We insist that you replace Tumlin with an SFMTA director who is willing to listen and serve the needs of ALL San Franciscans

Enough is ENOUGH: SFMTA's destruction of small businesses and the overall quality of life in SF will not be tolerated any longer.

From: [Laurel Rose](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Friday, April 19, 2024 2:03:41 PM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Laurel Rose
Email miss415@ymail.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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From: [Rose Sullivan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Thursday, April 18, 2024 11:09:37 PM

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

Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Rose Sullivan

Email rosesull@yahoo.com

I live in District

Enough is enough: Fire Jeff Tumlin

Message: Dear Mayor Breed,

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From: [Anthony Verreos](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Thursday, April 18, 2024 11:03:12 PM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Anthony Verreos
Email tony@verreos.com
I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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From: [Karen Breslin](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Enough is enough: Fire Jeff Tumlin
Date: Thursday, April 18, 2024 9:44:56 PM

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Message to the Board of Supervisors, Mayor and SFMTA

From your constituent Karen Breslin

Email kbsmail@sbcglobal.net

I live in District

Enough is enough: Fire Jeff Tumlin

Message:

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From: [Board of Supervisors \(BOS\)](#)
To: [Board of Supervisors \(BOS\)](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Crayton, Monique \(BOS\)](#); [Board of Supervisors \(BOS\)](#)
Subject: File No. 211318 Dream Keeper Initiative - 2 letters
Date: Thursday, April 25, 2024 12:59:05 PM
Attachments: [File No 211318 Dream Keeper Initiative - 2 Letters.pdf](#)

Dear Supervisors,

Please see the attached two letters regarding

File No. 211318 - Hearing on the resources allocated for the Dream Keepers Initiative.

Regards.

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From: [carolyn gage](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: DKI
Date: Thursday, April 18, 2024 5:14:02 PM

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

I was just informed there was an open forum to speak of/about the DKI programs. I am involved in 2 different opportunities with DKI that would never have happened if it wasn't for these programs. I would like to Thank you for supporting and giving opportunities to what are called "marginalized" communities and people. Please continue to support these programs to enhance San Francisco as still the most unique city of all. After all the negative attention that we receive there's a need for positive attention, let DKI be that force.

Thank you,
Carolyn Gage

From: [Omar Del Real](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Public Comment | 4/18/24 10:00am | Dream Keepers Initiative
Date: Thursday, April 18, 2024 1:13:48 PM
Attachments: [Outlook-bj4e1gzm.png](#)

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

I, Omar Del Real, General Manager of Mission Hiring Hall, support the Dream Keepers Initiative. At Mission Hiring Hall, we are proud to offer free employment services to any person who seeks them. We serve all people across San Francisco and are proud to partner with all community-based organizations (CBOs) across San Francisco to better strategize and support any incoming clientele with employment referrals, vocational training, or simply lending an ear to listen to the vastly underserved and underemployed communities of San Francisco. We stand in solidarity with all grantees of the Dream Keepers Initiative, and whether or not funding is ever appropriated to Mission Hiring Hall, we will continue to serve all people who seek our services. Because at Mission Hiring Hall, and in San Francisco specifically, landing a job and earning an income is the first step to becoming a self-sufficient citizen of San Francisco. Thank you.

Omar Del Real
General Manager
Mission Hiring Hall
Office: 415.626.1919
Mobile: 415.738.3522



From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: Proposed changes to the intersection of West Portal and Ulloa - 1,710 Letters
Date: Thursday, April 25, 2024 12:45:46 PM
Attachments: [Keep West Portal Open 1651 Letters.pdf](#)
[Close West Portal and Ulloa 59 Letters.pdf](#)

Dear Supervisors,

Please see the attached 1,710 Letters regarding proposed changes to the intersection of West Portal Avenue and Ulloa Street.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

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From: [Willuam Chan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Thursday, April 25, 2024 11:45:31 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Willuam Chan
Email wccglc@pacbell.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Andrew Clark](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal
Date: Thursday, April 25, 2024 11:32:26 AM

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

Dear Myrna Melgar, London Breed, and to whom it may concern:

My name is Andrew Clark and I strongly oppose the proposal to change West Portal Ave for several reasons: 1) The proposal will not improve the neighborhood 2) the proposal will not increase pedestrian safety 3) the proposal will hurt the businesses in the West Portal area and 4) the quality of life will decrease for local residents and commuters who frequent the area.

I have lived in West Portal my whole life. I grew up on Ulloa and Forest Side, and I am lucky enough to still live in the neighborhood. My house is up the street from West Portal station on Magellan Ave.

I am not confident that the SFMTA proposal will improve the neighborhood. It is no secret that the SFMTA is riddled with inefficiency and has a poor record of extensive delays on recent projects: the central subway, Van Ness Ave, the Valencia corridor, and Taraval Street to name a few. All these projects were over budgeted and delayed. The Golden Gate Bridge was built faster than some of these projects have taken to complete. The West Portal proposal will be no different. If passed, I expect years of street construction and more disruption to the businesses in the area. Much of the draw and charm of West Portal to locals and others is its ease of access. The ability to drive to West Portal to pick up groceries, drop off dry cleaning, or get food is what makes it a neighborhood hub. A construction project will disrupt the ease of access and the proposal will eliminate the convenience of going to West Portal to enjoy its businesses or get errands done. My parents and grandparents live in the area and visit West Portal daily. My grandfather cannot walk to the grocery store and carry groceries home. Nor does he want to drive all the way around the block over and over to get to his destination. My mom cannot walk to the dry cleaners to pick up clothes. Ease of access is what makes West Portal so convenient.

The proposal to change West Portal will not reduce pedestrian safety. Unfortunately, the proposal was in reaction to the tragic accident that killed a young family last month. The family was standing at the bus stop on the sidewalk at Ulloa and Lenox waiting for a SFMTA Muni bus to the zoo. The reason they were on the sidewalk and not inside the station is because the L Taraval has been out of service for several years due to an SFMTA construction project. While waiting for a bus to arrive, an elderly woman driving toward West Portal lost control of her vehicle somehow and tragically killed the entire family. The proposal offers to close traffic from Ulloa through West Portal and to only allow right turns. If in place at the time of the accident, the proposal would not have saved the family's lives. Further, by only allowing right turns off Ulloa and cutting off cross-traffic at Ulloa and WP, SFMTA is eliminating a thoroughfare and will cause more traffic and more cars to back up onto West Portal, Ulloa, Claremont, Portola, Lenox, Wawona, Vicente, 14th, and 15th Ave. This will result in more vehicles circling the streets of the neighborhood blocks and presumably an increased likelihood of pedestrian accidents.

The proposal will hurt the livelihood of the businesses that thrive on West Portal. If traffic and delays are inevitable, people might decide to avoid West Portal and go to a different neighborhood

or simply order ubereats. That takes money out of the small businesses pockets, tips out of the service industry's jar, and causes uber cars and scooters to double park and back up traffic on the streets.

The construction project will be inevitably delayed and disrupt access to West Portal. That means San Franciscans can't go places they need to go: the bank, the grocery store, the cleaners, the hardware store, the urgent care. Access to all these places will be affected.

Personally, my wife and I visit West Portal daily and frequent many of the businesses that line the avenue. Coffee at Starbucks or Peets. Breakfast at Toast or a pastry at Noe Valley Bakery. Errands to run - drop off the dry cleaning, pick up a few things for the house at Papenhausen, run to the bank, birthday card at Walgreens and gift for my wife at Siren or a book at the WP bookstore, haircut at Grateful Head. Groceries at the market. Bottle of wine from Eezy Freezy. Lunch at sub center or a burger at Bullshead. Dinner at Roti, Bursa, Unwined, or Trattoria. Should we do pizza night? Dibufalo or Little OJs? How about the new Elenas restaurant? Cocktails at Philly Club or the Dubliner. If we have tickets to the Giants game, we can grab a quick bite at El Toreador then jump on the Muni train to the ballpark. All on West Portal. Accessible by car, on foot, or via Muni.

West Portal is San Francisco. To change it would hurt these businesses and disrupt the charm of what makes West Portal a great place to live and to visit. Without these thriving businesses, the quality of life in the area will decrease because residents won't be able to fully access their neighborhood. We live here because of West Portal. Please leave the avenue as is. Let it continue to be the best neighborhood in the city and focus your attention on making the rest of the city more like West Portal.

Regards,
Andrew

From: [Dennis Hong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 11:23:58 AM

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

My name is **Dennis Hong**
My email address is **dennisjames888@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Dennis Hong

From: [Travis VanBrasch](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 11:04:30 AM

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

My name is **Travis VanBrasch**
My email address is **gooddogsnapper@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Travis VanBrasch

From: [Gabriel Donohoe](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 10:42:27 AM

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

My name is **Gabriel Donohoe**
My email address is **gderek@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gabriel Donohoe

From: [Jose Santos](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 10:42:23 AM

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

My name is **Jose Santos**
My email address is **jsantos319@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jose Santos

From: [Carol Moriarty](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 7:37:48 AM

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

My name is **Carol Moriarty**
My email address is **croddy53@sol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Carol Moriarty

From: [Joe Lazzaretti](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 11:07:58 AM

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

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

The intersection of Ulloa Street and West Portal Avenue is dangerously designed and, with its numerous Muni stops and high number of people walking, biking, and taking public transit through the area, it should be closed to car traffic to make the area safe for people, especially children, seniors, and people with disabilities who often use walk and public transportation as well as visit the nearby library, playground, park, schools, and shops.

On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

Joe Lazzaretti
joelazzaretti@gmail.com

San Francisco, California 94116

From: [Brent Sullivan](#)
To: [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); tilly.chang@sfcta.org; [Colfax, Grant \(DPH\)](#); [Scott, William \(POL\)](#); [Nicholson, Jeanine \(FIR\)](#); [Short, Carla \(DPW\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Heartbroken for pedestrians in West Portal. We need real change NOW.
Date: Thursday, April 18, 2024 1:04:06 PM

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

Dear Mayor London Breed, Board of Supervisors, SFMTA Director Jeffrey Tumlin, SFPD Chief William Scott, SFFD Chief Jeanine Nicholson, DPW Acting Director Carla Short, DPH Director Grant Colfax, and SFCTA Executive Director Tilly Chang:

I live four houses away from the tragedy that happened at West Portal. For 30 years, there has not been any major incidents at that intersection.. Streets were wider, buses and trains flowed in and out, and the pedestrians were perfectly safe walking in and out of the library (including my 2 children).

For the past 3-5 years, there has been constant change. These changes include:

1. Going from two E/B lanes and two W/B lanes to one way each way
2. Buses and trains stopping and "parking" in the middle of the street for 15-20 minutes causing a traffic log.
3. Building a ramp to get on muni trains and then, before using it, tearing it down.

My point is simple. The intersection worked before all the changes. Please stop using our intersection as a political point. We have seen what you have done to small businesses and residential areas on Taraval, Valencia, and Mission. These have incredible failures and we do not want to be a part of that list.

Thank you

-- Brent Sullivan
brent.sullivan15@gmail.com
108 Wawona Street, San Francisco, CA, US 94127

From: [Ron Assa](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 10:19:19 AM

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

My name is **Ron Assa**
My email address is **ron.assa@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ron Assa

From: [Kelly Szeto](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 10:19:11 AM

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

My name is **Kelly Szeto**
My email address is **kelly.a.szeto@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kelly Szeto

From: [Alexander Vickers](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 10:19:08 AM

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

My name is **Alexander Vickers**
My email address is **alexact96@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Alexander Vickers

From: [Tom McManus](#)
To: mtablead@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Corinne Charlton Barbour](#)
Subject: Do NOT close West Portal to automobile traffic!
Date: Thursday, April 25, 2024 10:14:31 AM

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

Closing West Portal seems like a very dumb idea. I live in the Excelsior and visit West Portal occasionally by car. Please don't make it more inconvenient for people to patronize local small businesses of this delightful neighborhood.

Sincerely,
Tom McManus
319 London St
San Francisco, CA 94112

From: [Rene Buckholz](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 10:02:14 AM

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

My name is **Rene Buckholz**
My email address is **rlgoley@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Rene Buckholz

From: [Mieke Vandewalle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 10:01:59 AM

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

My name is **Mieke Vandewalle**
My email address is **mieke@mac.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mieke Vandewalle

From: [connell craig](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 9:52:25 AM

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

My name is **connell craig**
My email address is **connellcraig@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
connell craig

From: [Donna Labagh](#)
To: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mayor London Breed](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); info@markfarrell.com
Subject: Save WEST PORTAL
Date: Thursday, April 25, 2024 9:40:21 AM

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

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

I have lived in West Portal for 45 years and use the stores on West Portal daily. This is the so unfair to everyone involved. Please do not rush to judgement and listen to the people! We vote for all of you to represent us and this is not representing us fairly.

***Donna Labagh
210 Vasquez Ave.***

SF

From: [John Hughes](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 9:34:40 AM

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

My name is **John Hughes**
My email address is **WP@888.addy.io**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
John Hughes

From: [Philip Bowles](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 9:33:17 AM

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

My name is **Philip Bowles**
My email address is **wp@peebee.mozmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Philip Bowles

From: [Judi Gorski](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 9:26:08 AM

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

My name is **Judi Gorski**
My email address is **judigorski@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Judi Gorski

From: [Jane Yee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 9:09:57 AM

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

My name is **Jane Yee**
My email address is **jwy_yee@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jane Yee

From: [Richard Creese](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 9:06:37 AM

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

My name is **Richard Creese**
My email address is **creesedds@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Richard Creese

From: [Ellen Creese](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 9:06:26 AM

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

My name is **Ellen Creese**
My email address is **ellencrs54@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ellen Creese

From: [Crystal Bates](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 8:52:52 AM

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

My name is **Crystal Bates**

My email address is **froglover450@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Crystal Bates

From: [Connie Walkershaw](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 8:47:13 AM

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

My name is **Connie Walkershaw**
My email address is **connie@walkershaw.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Connie Walkershaw

From: [Jasmine Madatian](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 8:43:24 AM

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

My name is **Jasmine Madatian**
My email address is **madatian.j@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jasmine Madatian

From: [Karen Kern](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Thursday, April 25, 2024 8:39:22 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Karen Kern
Email knunokern@aol.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Alessandra Elder](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: opposition of changes to west portal
Date: Thursday, April 25, 2024 8:36:04 AM

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

To whom it may concern,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

- Alessandra Elder

From: [Ivonna Dumanyan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 8:35:04 AM

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

My name is **Ivonna Dumanyan**
My email address is **idumanyan@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ivonna Dumanyan

From: [Tuongvi Tran](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 8:28:04 AM

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

My name is **Tuongvi Tran**
My email address is **tuongveezy@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Tuongvi Tran

From: [Ali Elder](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 8:28:01 AM

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

My name is **Ali Elder**

My email address is **alessandra.elder@sfbenz.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ali Elder

From: [Alessandra Elder](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 8:28:00 AM

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

My name is **Alessandra Elder**
My email address is **avelder4@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Alessandra Elder

From: [Susan Motoviloff](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 8:21:00 AM

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

My name is **Susan Motoviloff**
My email address is **smotoviloff@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Susan Motoviloff

From: [Velma Guglielmone](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 8:16:09 AM

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

My name is **Velma Guglielmone**
My email address is **cmhushion@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Velma Guglielmone

From: [Murray Hushion](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 8:16:08 AM

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

My name is **Murray Hushion**
My email address is **cmhushion@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Murray Hushion

From: [Mary Sutton](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 7:53:38 AM

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

My name is **Mary Sutton**

My email address is **msutton1956@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Mary Sutton

From: [John Harris](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 7:48:20 AM

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

My name is **John Harris**

My email address is **johnp.harris@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
John Harris

From: [Ani Kantarci](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Thursday, April 25, 2024 7:43:54 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Ani Kantarci
Email adkantarci@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Alex Kaplan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 7:43:07 AM

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

My name is **Alex Kaplan**
My email address is **askask13@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Alex Kaplan

From: [Nancy Nelson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 7:33:02 AM

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

My name is **Nancy Nelson**

My email address is **nancynelsonpt@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Nancy Nelson

From: [P.Roseanna Hughes](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 7:31:55 AM

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

My name is **P Roseanna Hughes**
My email address is **prhughes8@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
P Roseanna Hughes

From: [Rosanna Russell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 7:31:50 AM

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

My name is **Rosanna Russell**
My email address is **sf.applicant@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Rosanna Russell

From: [Brian Holl](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 7:15:28 AM

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

My name is **Brian Holl**
My email address is **brian@biddleshaw.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Brian Holl

From: [Christine Holl](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 7:15:24 AM

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

My name is **Christine Holl**
My email address is **holl220@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Christine Holl

From: [Shawna McGrew](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 6:08:16 AM

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

My name is **Shawna McGrew**
My email address is **Sunsetfog@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Shawna McGrew

From: [Stephanie Klekas](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 4:09:40 AM

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

My name is **Stephanie Klekas**
My email address is **sfklekas@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No drastic changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

COME ON - stop having drastic over reactions without thinking things through. This is not about PR. We/ you are intelligent enough to see how you can make things a lot safer for pedestrians, the first priority, without demonizing most

proper drivers many of whom can't take public transportation.

MY PERSONAL TWO CENTS MORE...The intersection in question is a circus, I admit. But up barriers, cameras, one way access or other combination of even more clever solutions so we who drive can still go to west portal for a meal, bookstore, library, Rx, hardware, pastry, haircut or whatever, supporting the business, enjoying the district we all love. Think! Take suggestions. Make it work for all. I'm 73 and partially handicapped and live up a steep hill from the 29 line. It's not practical for me to bus or Uber let alone worrying groceries or books etc.... Let me be part of the community I've supported and lived near for 40+ years, please. WHAT HAPPENED TO I CAN DO? That's American. We have half the parking we had and losing more daily to long unused bike racks, and unnecessary curb constructions and some unused outdoor restaurant space. Has anyone considered working together to best resolve it for everyone, without one side or the other being considered "evil"? And I don't see any more bus routes added to compensate for lost parking and car access. Also, Uber is still a single use car most of the time. Everyone take the time to REALLY resolve it and avoid the horrors we've witnessed of late. No one wants that.

Sincerely,
Stephanie Klekas

From: [Carlowe Connelly](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Thursday, April 25, 2024 4:06:38 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Carlowe Connelly
Email carlowec@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas, LIKE THE 15TH

AVE INTERSECTION SERVING AS A SHORT-CUT FOR CARS TRYING TO AVOID THE STOPLIGHT AT ST. FRANCIS CIRCLE! The total lack of collaboration with stakeholders on this issue and giving residents a 10-day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Margaret Area](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 3:20:24 AM

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

My name is **Margaret Area**
My email address is **bayarea4@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Margaret Area

From: [Jay Reiburn](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 2:52:58 AM

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

My name is **Jay Reiburn**
My email address is **jayre11217@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jay Reiburn

From: [Sandy Reiburn](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 2:52:54 AM

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

My name is **Sandy Reiburn**
My email address is **sandyr11217@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sandy Reiburn

From: [Dino Lettieri](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Thursday, April 25, 2024 1:30:11 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Dino Lettieri
Email dino@lettieri.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Jeffrey Laffranchini](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 1:29:22 AM

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

My name is **Jeffrey Laffranchini**
My email address is **jlaffr@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

I live in Glen Park and daily drive to West Portal to patronize West Portal Book Shop, Peets, and Noe Valley Bakery, as well as the numerous restaurants up and down the street. Changes are a dumb idea, Melgar!!

Sincerely,
Jeffrey Laffranchini

From: [Carlowe Connelly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Thursday, April 25, 2024 12:34:23 AM

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

My name is **Carlowe Connelly**
My email address is **carlowe@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. More sensible traffic calming suggestions from merchants and residents have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. MTA has acknowledged that this intersection has a low history of injury incidents, reinforcing the observation that the speed and force of implementation of this misguided plan is related to the upcoming election and not the welfare of our neighborhood.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas, like the intersections of West Portal with 15th Ave where traffic coming to a stop at the 4 way stop signs is a rare - even including MUNI trains. The lack of stakeholder involvement and the rushed 10-day feedback window are additional illustrations of the political agenda, rather than public safety.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any

future decisions regarding alterations to West Portal traffic management.

Sincerely,
Carlowe Connelly

From: [James Schenk](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:58:46 PM

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

My name is **James Schenk**
My email address is **jameslschenk@yahoo.com**

Native San Franciscan- restaurateur in SF for 20 years- closed biz back in 2020- stop ruining our city! This will only hurt a neighborhood I grew up in!

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
James Schenk

From: [Corinne Charlton Barbour](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:44:07 PM

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

My name is **Corinne Charlton Barbour**
My email address is **corinne3jr@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Corinne Charlton Barbour

From: [West Portal Resident](#)
To: mtablead@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:20:11 PM

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

My name is **West Portal Resident**
My email address is **bwc65018@ilebi.com**

Nope, Plan needs to be fully polished
Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. The plan also disrupt my 91 Owl route

Sincerely,
West Portal Resident

From: [Bill Cullinan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:59:26 PM

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

My name is **Bill Cullinan**
My email address is **bcully49@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bill Cullinan

From: [Jenna Cullinan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:59:26 PM

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

My name is **Jenna Cullinan**
My email address is **jcully14@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jenna Cullinan

From: [Jason Summers](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:54:15 PM

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

My name is **Jason Summers**
My email address is **hujblue@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jason Summers

From: [Zhanna Toensing](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:13:18 PM

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

My name is **Zhanna Toensing**
My email address is **zhannak@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Zhanna Toensing

From: [Aljeyda Lettieri](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 10:08:06 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Aljeyda Lettieri
Email jeyda.lettieri8@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Sean O'Reilly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 9:54:13 PM

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

My name is **Sean O'Reilly**
My email address is **seanielad@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sean O'Reilly

From: [Cristina Moreno](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 9:35:01 PM

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

My name is **Cristina Moreno**

My email address is **cristinasmoreno@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cristina Moreno

From: [Maret Wilson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 9:35:01 PM

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

My name is **Maret Wilson**

My email address is **maretwilson@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Maret Wilson

From: [David Richardson](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal Station
Date: Wednesday, April 24, 2024 9:33:36 PM

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

As a small business person on West Portal Avenue and a San Francisco citizen I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is, at best, a knee jerk reaction to a horrific tragedy, and, at worst, opportunistic political grandstanding to capitalize on that same horrific tragedy, at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors, knowing that this intersection has long needed attention, have repeatedly offered sensible and cost-effective measures for traffic calming but none have been ever seriously been considered. This intersection is poorly marked, poorly regulated, and confusing for drivers, pedestrians, cyclists, and MUNI operators alike. But this proposal doesn't address these problems; it is lazy and disingenuous, simply kicking the proverbial can down the road, in this case, quite literally, where it will increase traffic and congestion at the intersections of West Portal and Vicente, West Portal and 14th Avenue, and the corresponding intersections on Portola Drive. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and make life more difficult for the many elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

David N. Richardson

From: [Sheila Danabar](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 9:13:47 PM

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

My name is **Sheila Danabar**
My email address is **sdanabarengel@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sheila Danabar

From: [Lynda Conlan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:57:25 PM

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

My name is **Lynda Conlan**
My email address is **lynda_conlan@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lynda Conlan

From: [Eric Chie](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:57:25 PM

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

My name is **Eric Chie**
My email address is **chie.eric11@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Eric Chie

From: [Teresa McLoughlin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:57:24 PM

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

My name is **Teresa McLoughlin**
My email address is **tess1523@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Teresa McLoughlin

From: [Corey Montanez](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:46:10 PM

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

My name is **Corey Montanez**

My email address is **coreymontanez@gmail.com**

Small businesses have suffered enough. Less car access equals less business. Please use common sense and residents DON'T want this.

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Corey Montanez

From: [Fatima Lau](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:45:11 PM

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

My name is **Fatima Lau**
My email address is **fsl1226@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Fatima Lau

From: [Karen Knuth](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:45:01 PM

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

My name is **Karen Knuth**
My email address is **kpuechner@msn.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Karen Knuth

From: [Iveth Olmos](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 8:41:33 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Iveth Olmos
Email stephaniolmos415@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Christy Halladay](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 8:35:27 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Christy Halladay
Email christine.halladay@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Corinne Plafker](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:21:21 PM

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

My name is **Corinne Plafker**
My email address is **corinneskover@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Corinne Plafker

From: [Timothy Kirsch](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 8:17:42 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Timothy Kirsch
Email timinsf@hotmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Diane Green](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:15:27 PM

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

My name is **Diane Green**
My email address is **diane@greencpa.us**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Diane Green

From: [Rhiannon Alvarado](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:15:26 PM

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

My name is **Rhiannon Alvarado**
My email address is **annon143@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Rhiannon Alvarado

From: [Judi Dito](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:15:20 PM

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

My name is **Judi Dito**
My email address is **judwithi@me.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Judi Dito

From: [Tom Weyer](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 7:54:17 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Tom Weyer
Email weyer@me.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Tom Weyer](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 7:53:52 PM

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

My name is **Tom Weyer**
My email address is **weyer@me.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tom Weyer

From: [Maria Tilghman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 7:53:10 PM

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

My name is **Maria Tilghman**

My email address is **mariatilghman@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Maria Tilghman

From: [Jeanne Dorward](#)
To: mtaboard@sfmta.com
Cc: info@sfcta.org; [Board of Supervisors \(BOS\)](#)
Subject: West Portal Redesign Proposal
Date: Wednesday, April 24, 2024 7:52:17 PM

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

I am 100% opposed to the proposed changes to the intersection of West Portal and Ulloa. I drive there regularly as I live in Golden Gate Heights and there is no public transportation to West Portal; I do not find the intersection confusing. Nothing should be changed about that intersection until the L Taraval Improvement Project is completed because a portion of that project affects Ulloa Street and that intersection.

A horrific tragedy occurred in the area in early March but it was not in that intersection nor is it likely the proposed changes would have prevented the terrible accident. Instead the politicians and the head of SFMTA are exploiting the tragedy to advance this highly flawed proposal. No traffic studies were done to support it or indicate it was needed. That intersection is not known to be a high-risk intersection. Could it be improved? Yes, but not the way this proposal recommends. While the news media have reported on the objections from the merchants on West Portal, please know that the residents of the area are also opposed to the project.

Allowing only right turns for eastbound drivers on Ulloa Street at West Portal and for northbound drivers on West Portal at Ulloa Street will only cause more congestion on Vicente Street and 14th Avenue regardless of whether northbound or southbound drivers on those two streets wish to turn onto West Portal or to continue through the intersections with West Portal. Those cross streets already experience serious congestion during morning and afternoon commute hours and this proposal will only worsen that. Vicente, Wawona and the rest of that residential area is not equipped to handle increased congestion, which quickly becomes a safety factor.

Restricting westbound traffic on Ulloa Street at West Portal to transit and commercial vehicles will further contribute to the aforementioned congestion at the other intersections. It will also exert a heavy toll on the businesses in that block of Ulloa on both sides of the street. Furthermore it will make it extremely difficult to access the parking lot whose entrance and exit is in that same block just before the intersection with Claremont. That lot hosts spaces that are sorely needed; it also includes pedestrian access to West Portal.

Asserting that new turn restrictions at West Portal and Ulloa would mean fewer lanes would be necessary for private vehicle travel is illogical. On West Portal most drivers use

the curb lanes because they're looking for parking. However, the 45 degree parking on both sides of the street means that drivers must sometimes move into the center lanes due to double parking, delivery trucks, and oversize SUVs and pickup trucks. In addition regardless of which direction you are driving on West Portal, sometimes it is necessary to make a left turn at an intersection to reach Portola or Vicente or 14th Avenue. I would never advocate – and I hope you would not either – making a left turn from the right lane. Ulloa is not wide enough to support both a transit only lane and a private vehicle lane, especially with bus stops already located on either side of Ulloa between Wawona and Lenox.

It's unclear how converting Lenox Way to one-way southbound would improve safety at the intersection of Lenox and Ulloa other than making it more difficult for people who want to access Lenox. Narrowing the intersection to make it significantly harder for drivers to turn left from Lenox onto Ulloa may be a good idea. I know that left turns there are already illegal but I've seen vehicles ignore the sign and there is no enforcement, another likely problem with the proposal.

Turning the horseshoe area outside the West Portal Station into a community space is a very dangerous suggestion. This proposal is supposed to be all about safety and the idea of people with children gathering in that area is the complete opposite of safety. Trains are entering and exiting the station and even without the L Taraval line (for now), the S Shuttle emerges from the station, turning right onto Ulloa to use the crossover tracks to return on the inbound side. It's an idea that should never have seen the light of day.

This is 2024. Please consider an alternative that uses technology to improve safety and traffic flow. Surely there is a middle ground between the traffic and train lights at the 9th and Irving intersection and those at St. Francis Circle that can be deployed at our intersection. Unfortunately there is little enforcement such that even though West Portal has had No-U-Turn signs at the intersections for a few years, I routinely see people ignoring them; therefore I'm skeptical that the proposed end to left turns will be observed.

Do not turn West Portal into a dead zone with more vacant storefronts than active businesses. The proposal was crafted without input from residents or merchants and the brief 10-day period to provide feedback is insulting. It feels like lip service to public input with every intention to do what the designers want regardless of the feedback. Supervisor Melgar does not speak for the majority of us and her voice should not carry more weight than the hundreds of people from the local community.

Jeanne Dorward

From: [Amy Edelson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 7:50:18 PM

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

My name is **Amy Edelson**
My email address is **waresamye@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Amy Edelson

From: [Derrick Low](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 7:44:34 PM

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

My name is **Derrick Low**
My email address is **derrick@sonic.net**

Thank you Mayor and Supervisors for moving forward with the proposed safety improvements at West Portal station!

As a former SF State student, I spent many years traveling through West Portal station. The changes to reduce personal car traffic in the area directly in front of the station is long overdue.

I can't count how many times I, and hundreds of other MUNI riders have been delayed due to the complex intersections at that station, often made much worse by personal vehicles.

Since cars contribute to lower frequency of MUNI lines, it makes West Portal less attractive to visit. Any improvement that helps MUNI frequency instantly makes West Portal more exciting. And by creating a pedestrianized plaza, it gives the corridor a focal point that would attract people who might otherwise continue on their MUNI journey. Higher frequency and faster trains bring more customers within reach of West Portal's businesses!

Sincerely,
Derrick Low

From: [Donna Bruno](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 7:37:03 PM

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

My name is **Donna Bruno**
My email address is **casa26sf@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Donna Bruno

From: [Mark Baumann](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 7:37:01 PM

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

My name is **Mark Baumann**

My email address is **markbaumann2135@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Mark Baumann

From: [Edith Khachatourian](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 7:26:37 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Edith Khachatourian

Email ekhach@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Christopher Kriese](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 6:58:06 PM

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

My name is **Christopher Kriese**
My email address is **chris.kriese@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Christopher Kriese

From: [Sean O'Reilly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 6:54:18 PM

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

My name is **Sean O'Reilly**
My email address is **seanielad@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sean O'Reilly

From: [Carolyn Doran](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 6:45:31 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Carolyn Doran
Email carolyndoran@me.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Bill Carlson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 6:40:55 PM

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

My name is **Bill Carlson**

My email address is **billcarlsonsf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bill Carlson

From: [Kai Griner](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 6:39:50 PM

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

My name is **Kai Griner**
My email address is **grinerkai@gmail.com**

I, Kai Griner, strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kai Griner

From: [Emily Brown](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 6:36:23 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Emily Brown
Email emilybcard@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Nicole DeMartini Amell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 6:27:50 PM

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

My name is **Nicole DeMartini Amell**
My email address is **nicole.amell.sf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Nicole DeMartini Amell

From: [Scott Raber](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 6:01:41 PM

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

My name is **Scott Raber**
My email address is **srraber@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Scott Raber

From: [Denice Najera](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 5:51:16 PM

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

My name is **Denice Najera**
My email address is **dmnajera@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Denice Najera

From: [Janet Vennari](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 5:51:07 PM

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

My name is **Janet Vennari**
My email address is **jdvennari@gmail.com**

Dear Leaders of our great City,

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection.

This plan seems like an opportunistic, political move, capitalizing on the horrific, completely unrelated accident on Ulloa Street--which was reported to NOT be related to any safety issues around the intersection. .

As a West Portal resident, I believe Implementing this proposal will increase traffic congestion on and near West Portal more than it already is. Like "closed streets" in other parts of the City, it removes reasonable access to parts of town (and GGP) that the elderly, in particular, won't be able to access. That doesn't seem right. In addition, our beloved family merchants are extremely concerned about this plan. I agree with them and want to see them continue to thrive.

Put a traffic officer on West Portal to keep traffic moving and move double-parkers along. Remove some parklets. Enforce whatever traffic rules exist for scooters, motorized skateboards and bikes that endanger pedestrians. Finish the L-Taraval to move Muni patrons inside the tunnel.

Spend the money where it's needed most, which isn't on this proposal.

Thanks for your consideration,
Janet Vennari

Sincerely,
Janet Vennari

From: [Bill Alvarado](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 5:50:12 PM

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

My name is **Bill Alvarado**

My email address is **billalvarado@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bill Alvarado

From: [John Jankowski](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 5:33:42 PM

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

My name is **John Jankowski**
My email address is **jankowjp@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

My personal view is that using a terrible tragedy to push an agenda, no matter how merited, is reprehensible and incompatible with serving the community. The terrible accident on March 16th was unrelated to the intersection and West

Portal avenue as the driver went out of control more than a street away from West Portal. Thinking that changes to the intersection will prevent an identical situation in the future is both foolish and a clear demonstration that the incident is a pretext for a pre-existing agenda.

Sincerely,
John Jankowski

From: [Karen Powell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 5:33:41 PM

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

My name is **Karen Powell**

My email address is **kvalcotpowell@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Karen Powell

From: [Mary Petrin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 5:32:40 PM

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

My name is **Mary Petrin**
My email address is **maryalexine@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

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Sincerely,
Mary Petrin

From: [Zhen Fang](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 5:28:46 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Zhen Fang
Email amyfangzhen@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Nadine Quan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 5:24:46 PM

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

My name is **Nadine Quan**

My email address is **nadine.quan@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Nadine Quan

From: [Kahil Sidhu](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 5:24:44 PM

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

My name is **Kahil Sidhu**
My email address is **mtkmonline@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kahil Sidhu

From: [Mark Grey](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 5:11:22 PM

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

My name is **Mark Grey**
My email address is **consep_mg@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Mark Grey

From: [Monika Pietraszek](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 5:11:17 PM

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

My name is **Monika Pietraszek**
My email address is **mpietrasz11@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Monika Pietraszek

From: [Jeannie Young](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 5:11:12 PM

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

My name is **Jeannie Young**
My email address is **toy4jy@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jeannie Young

From: [Lori Tooker](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 5:04:39 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Lori Tooker
Email growingmoreingo@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Lourdes Borden](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 5:03:06 PM

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

My name is **Lourdes Borden**
My email address is **lou.borden@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lourdes Borden

From: [Tammy Parashis](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:59:13 PM

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

My name is **Tammy Parashis**

My email address is **parashisfamily@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Tammy Parashis

From: [Phil Matticola](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:55:59 PM

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

My name is **Phil Matticola**
My email address is **aquan1088@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Phil Matticola

From: [Sam Corvi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:55:47 PM

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

My name is **Sam Corvi**
My email address is **samcorvi6@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Sam Corvi

From: [Ian Walker](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:55:45 PM

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

My name is **Ian Walker**

My email address is **walkerianc@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ian Walker

From: [Annabelle Quan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:55:45 PM

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

My name is **Annabelle Quan**
My email address is **aquan1088@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Annabelle Quan

From: [Will Plam](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:42:43 PM

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

My name is **Will Plam**

My email address is **willplamsf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Will Plam

From: [Tim Powell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:42:04 PM

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

My name is **Tim Powell**

My email address is **timothy.powell318@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Tim Powell

From: [Jamea McFadden](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:39:26 PM

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

My name is **Jamea McFadden**
My email address is **jimmcfsf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jamea McFadden

From: [Robert Powell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:39:26 PM

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

My name is **Robert Powell**
My email address is **bpowell@dzcook.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Robert Powell

From: [Marcella Wavro](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:38:55 PM

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

My name is **Marcella Wavro**
My email address is **mw@jwavro.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Marcella Wavro

From: [SALLY ONEILL](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:38:23 PM

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

My name is **SALLY ONEILL**
My email address is **smo92@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
SALLY ONEILL

From: [Elizabeth Doyle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:22:57 PM

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

My name is **Elizabeth Doyle**
My email address is **doylebetsy@netscape.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Elizabeth Doyle

From: [Bill Spitzig](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:22:56 PM

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

My name is **Bill Spitzig**
My email address is **durate@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bill Spitzig

From: [Diane Craig](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:22:52 PM

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

My name is **Diane Craig**

My email address is **thecreek2015@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Diane Craig

From: [Ed Baumgarten](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:22:50 PM

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

My name is **Ed Baumgarten**

My email address is **edbaumgarten@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ed Baumgarten

From: [Connell Craig](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:22:37 PM

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

My name is **Connell Craig**
My email address is **connellcraig@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Connell Craig

From: [Julia Stroud](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:22:36 PM

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

My name is **Julia Stroud**
My email address is **juliamwaller@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Julia Stroud

From: [Margaret Osullivan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 4:20:05 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Margaret Osullivan

Email slatehouse@aol.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Kieran Healy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:08:21 PM

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

My name is **Kieran Healy**
My email address is **kieranjhealy@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kieran Healy

From: [Bernard Roazen, MD](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:08:08 PM

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

My name is **Bernard Roazen, MD**
My email address is **broazen@pacbell.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bernard Roazen, MD

From: [Eliana Rude](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:04:08 PM

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

My name is **Eliana Rude**
My email address is **tnm90564@romog.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. Someone who mostly ride the bus, walk, sometimes even bike and last resort options drive...opposes some of these changes.

The turn restrictions is unacceptable needs to be balanced to support customer access to their business.

The spending plan should not even be used on an open space in Front West Portal Station

I also oppose Muni BUS routes that go through West Portal Station locations like 48th Street/Quintara/24th Street and 57th Street/Parkmerced...heard many voices concerned about the impact it will cause on these routes from transit advocates

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Eliana Rude

From: [Megan Rathgeb](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:03:21 PM

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

My name is **Megan Rathgeb**
My email address is **meganbranch@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Megan Rathgeb

From: [Harvey Brody](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:03:12 PM

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

My name is **Harvey Brody**
My email address is **hbrody.ucsf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Harvey Brody

From: [Katherine Brody](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 4:03:12 PM

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

My name is **Katherine Brody**
My email address is **kbrody1010@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Katherine Brody

From: [Fulton Dward](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:57:53 PM

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

My name is **Fulton Dward**
My email address is **lfa15747@ilebi.com**

I strongly object some changes to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent tragic accident that happen Bus stop - Ulloa St & Lenox Way (#16738) for the L Taraval Bus (to 46th and Wawona) and 48 Quintara/24th Street (to Great Highway). While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by car free advocacy groups disconnected from our neighborhood with toxic waste non sense like it done to Great Highway, and JFK Drive.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters.

Had the L Taraval Improvement project would of been completed years ago the L TARAVAL waiting at Bus #16738 would of been waiting in the West Portal Station instead. No one waiting for 48 at bus stop because is currently being rerouted from the project.

Sincerely,
Fulton Dward

From: [Jessica Auld](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:55:55 PM

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

My name is **Jessica Auld**
My email address is **jessicaauld@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jessica Auld

From: [Margaret O'Neill](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:55:54 PM

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

My name is **Margaret O'Neill**
My email address is **mgtsf1@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Margaret O'Neill

From: [Margaret O'Neill](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 3:53:01 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Margaret O'Neill
Email mgtsf1@sbcglobal.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Tamie Chilcote](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:44:24 PM

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

My name is **Tamie Chilcote**
My email address is **tjchilcote@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tamie Chilcote

From: [Tom McCormick](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:44:22 PM

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

My name is **Tom McCormick**
My email address is **temcjr@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tom McCormick

From: [Jeanne Nakamura](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:34:04 PM

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

My name is **Jeanne Nakamura**
My email address is **jeannegafar@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Jeanne Nakamura

From: [Toni Dobel](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:32:48 PM

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

My name is **Toni Dobel**
My email address is **toni.dobel@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Toni Dobel

From: [Rebecca Ward](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:32:46 PM

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

My name is **Rebecca Ward**
My email address is **rbccwrd@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Rebecca Ward

From: [Scott Anderson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:32:44 PM

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

My name is **Scott Anderson**
My email address is **jsadv@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Scott Anderson

From: [Ann Culhane](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:16:12 PM

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

My name is **Ann Culhane**

My email address is **annculhane@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ann Culhane

From: [Brigid Powell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:13:24 PM

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

My name is **Brigid Powell**

My email address is **bbrennan120@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Brigid Powell

From: [Georgette Musante](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:07:10 PM

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

My name is **Georgette Musante**
My email address is **sfdogma@AOL.COM**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Georgette Musante

From: [Liana Louie](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal
Date: Wednesday, April 24, 2024 3:05:48 PM

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

"I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic."

--

All the best,
Liana Louie

From: [Carrie McEachron](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:04:12 PM

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

My name is **Carrie McEachron**

My email address is **carriemceachron@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Carrie McEachron

From: [Ruth Major](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:02:42 PM

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

My name is **Ruth Major**
My email address is **ruthmajor1@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ruth Major

From: [Ann McGeady](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:02:42 PM

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

My name is **Ann McGeady**
My email address is **amcgeady@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ann McGeady

From: [Jane Gorai](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:02:36 PM

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

My name is **Jane Gorai**
My email address is **jlgorders@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. I live on Ulloa, a block from the MUNI street car station. The proposed rerouting of traffic will increase traffic at the intersections of Ulloa and Claremont and Ulloa and Wawona. These intersections are controlled only by stop signs.

While traffic can be better managed (maybe traffic lights triggered by pedestrians at Ulloa/Claremont and Ulloa/Wawona), the proposed plan will worsen the situation. Traffic will be rerouted into these intersections and streets adjacent to Lenox and West Portal, impacting the commuters and school drop off flows to WP school and St. Brendan's. The change to a one way drop off at West Portal school on Lenox will cause more uncontrolled left turns onto Wawona off of Ulloa.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

The WP businesses barely made it through the effects of COVID. We were one of the few neighborhoods that have returned to vibrancy and growth. I walk there daily and see people of all ages enjoying access to the businesses. People spending dollars on local small businesses. The plan restrictions will affect the businesses particularly in the first block of WP, and on Ulloa between Claremont and West Portal. The changes will discourage people from trying to drive and park in the WP area. Not everyone can bike and walk. The elderly and disabled, people with children, people with arms full of purchases need car access, personal and hired. No one will "enjoy" a plaza that has street cars running through it. You can't hear! That is a total waste of money. Let the

MUNI repair trucks continue to park there.

Please listen to the stakeholders on this matter rather than ramming through another ill conceived traffic revision. (See Mission district-Valencia Street.) Our WP residents and merchants have a lot of thoughts about this. We are open to improvements but working and living in WP on a daily basis gives us insight into what will work. Your approach has been extremely disrespectful of the people this will most affect.

Yours truly, Jane Gorai

Sincerely,
Jane Gorai

From: [Leslie Davalos](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 3:02:35 PM

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

My name is **Leslie Davalos**
My email address is **lesliebergholt@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Leslie Davalos

From: [Eshima, Kelly \(Perkins Coie\)](#)
To: [Bullock, John \(BOS\)](#); [Board of Supervisors \(BOS\)](#)
Cc: [BOS-Operations](#); [Low, Allan E. \(Perkins Coie\)](#)
Subject: RE: Information Request # 18112562
Date: Wednesday, April 24, 2024 3:02:10 PM

Received. Thank you!

Kelly

Kelly N. Eshima | Perkins Coie LLP

ASSOCIATE
505 Howard Street
San Francisco, California 94105
D. +1.415.954.3224
E. KEshima@perkinscoie.com

From: Bullock, John (BOS) <john.bullock@sfgov.org>
Sent: Wednesday, April 24, 2024 2:51 PM
To: Eshima, Kelly (SFO) <KEshima@perkinscoie.com>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: BOS-Operations <bos-operations@sfgov.org>; Low, Allan E. (SFO) <ALow@perkinscoie.com>
Subject: RE: Information Request # 18112562

Hello,

Attached are the requested Ordinance 278-65 and its associated File No. 377-65-2.

Regards,

John Bullock
Office of the Clerk of the Board
San Francisco Board of Supervisor
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184
BOS@sfgov.org | www.sfbos.org

Disclosures: *Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public*

documents that members of the public may inspect or copy.

From: Eshima, Kelly (Perkins Coie) <KEshima@perkinscoie.com>
Sent: Wednesday, April 24, 2024 9:03 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: BOS-Operations <bos-operations@sfgov.org>; Low, Allan E. (Perkins Coie) <ALow@perkinscoie.com>
Subject: RE: Information Request # 18112562

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

Hi John,

Thanks so much for sending the requested Resolution.

In Resolution No. 73-67 and its accompanying file there is mention of the “Chinese Cultural and Trade Center Redevelopment Project Area Plan.” This Plan was approved by the BOS through the adoption of Ordinance No. 278-65 on September 16, 1965.

Do you have access to Ordinance No. 278-65 and/or its accompanying file? We are trying to find a copy of the “Chinese Cultural and Trade Center Redevelopment Project Area Plan.”

Thanks,
Kelly

Kelly N. Eshima | **Perkins Coie LLP**
ASSOCIATE
505 Howard Street
San Francisco, California 94105
D. +1.415.954.3224
E. KEshima@perkinscoie.com

From: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Sent: Monday, April 15, 2024 2:29 PM
To: Low, Allan E. (SFO) <ALow@perkinscoie.com>
Cc: BOS-Operations <bos-operations@sfgov.org>
Subject: Information Request # 18112562

Hello,

Thank you for your inquiry. On behalf of the Office of the Clerk of the Board, I am confirming

receipt of your requests. Attached is the requested Resolution No. 73-67 and its accompanying File No. 75-67-1.

Regards,

John Bullock
Office of the Clerk of the Board
San Francisco Board of Supervisor
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184
BOS@sfgov.org | www.sfbos.org

Disclosures: *Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.*

NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

From: [Theresa Murphy](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Cc: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Re: Addressing West Portal
Date: Wednesday, April 24, 2024 2:57:11 PM

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

Dear Mayor Breed, Supervisor Melgar and Director Tumlin -

I was unpleasantly surprised to see your full-blown plan about changing traffic patterns on West Portal. I have lived in this area for 43 years, and based on my experience, this is an unnecessary, knee-jerk reaction to the tragic accident. My husband and I regularly walk or drive to West Portal and see your proposal as an ill-conceived, over-wrought disaster. Certainly the majority of us in the area were consulted before you dropped this plan on our community.

With regard to the accident, our hearts go out to the family of the victims. However, based on reading articles and news reports, the SFMTA concluded the intersection was safe and clearly, just looking at the map, your proposal would not address the situation involved. In addition, I don't see how you can propose such a drastic change when you don't even know what caused the accident. I would also ask what data and statistics you have to show how "dangerous" the intersection is and how this particular plan would fix that.

I was walking on West Portal earlier this week and it was a delight to see so many people out, walking in the neighborhood and enjoying the shops and restaurants. We have really bounced back from the pandemic, and much more vibrantly than some other parts of the City. Your plan would severely impact the merchants on the first block (Papenhausen, Noe Valley Bakery, Peets, West Portal Books). These are some of our longest standing and strongest merchants. Given all the problems in the rest of the City, I think your attention would be best directed elsewhere.

In addition, your proposal would redirect heavy traffic onto adjoining quiet residential streets. This change will make those streets harder to navigate, miserable to live on and less safe.

I would think that installing some simple signals at this intersection would be an easy, inexpensive first step to address any safety concerns. We don't need a "bazooka to kill a house fly", as the saying goes. It also seems that none of you visit West Portal regularly. Your proposal about having this pretty painted plaza for everyone to use as a gathering spot may seem attractive; however, if you ever stood there when a Muni train goes by, you

would know that the wheels screech and they sound their horns -- not exactly an environment conducive to gathering. And then there's the fog - perhaps you haven't heard that we're pretty much socked in from June to September. So, again, not conducive to gathering.

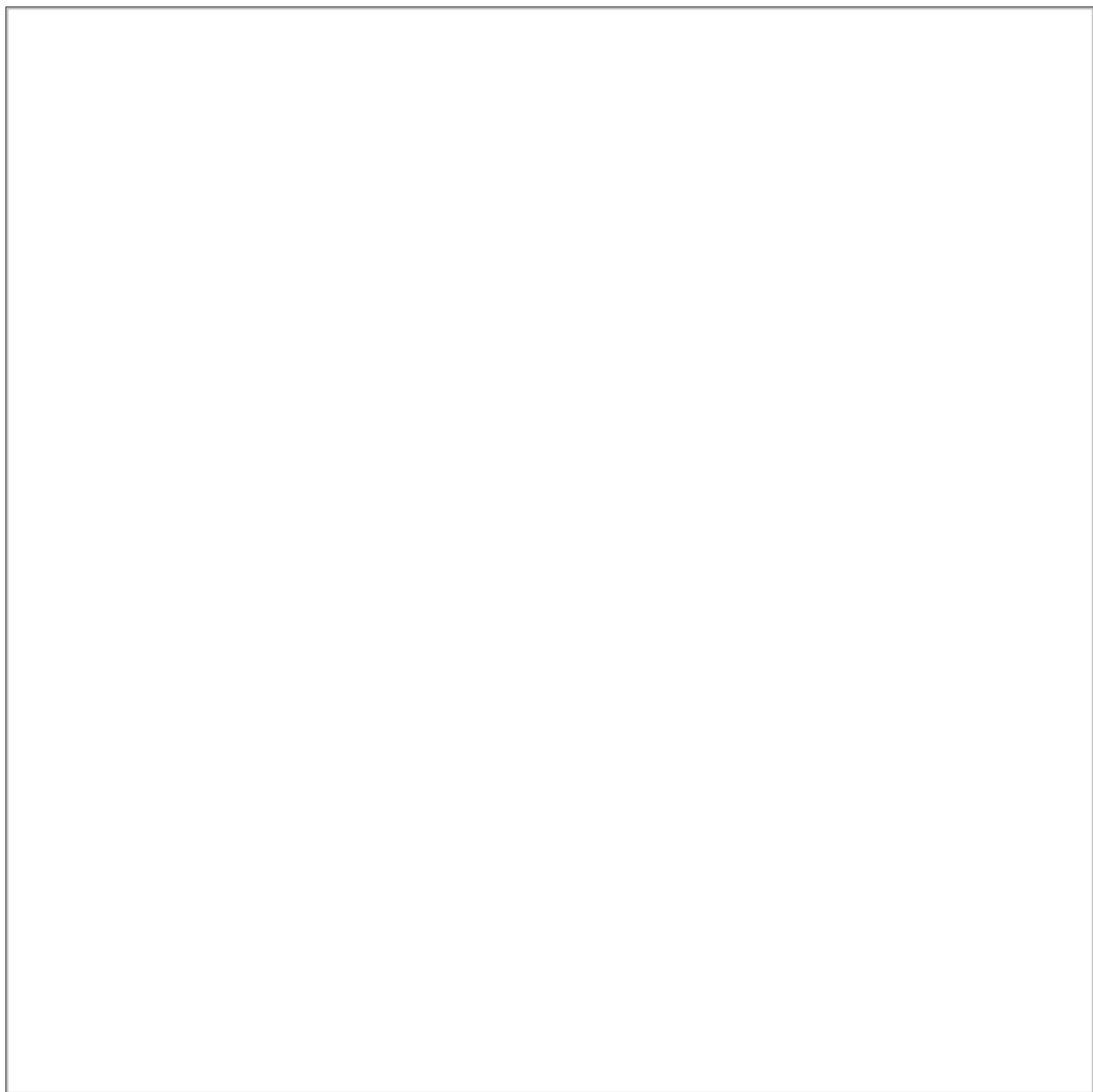
I am very disappointed in your lack of collaboration and common sense in shoving this proposal on us. I suppose you felt you needed something big and drastic to impress the local and national media after the accident. Well, it didn't impress those of us who live here. This proposal should be immediately scrapped and a proper planning process should be launched to address these issues. Be assured that your poor judgement and lack of proper consultation will be remembered come November.

Theresa Murphy

On Wednesday, April 24, 2024 at 01:33:51 PM PDT, Supervisor Myrna Melgar <melgarstaff@sfgov.org> wrote:

Web Version





Dear Neighbors,

A safer, orderly, more welcoming and beautiful entrance to our thriving West Portal corridor is good for kids, families, and seniors, and it is good for business. National press attention descended on this corner of our district after an entire family was tragically killed by a speeding car while waiting for the bus. For decades, the intersection of Ulloa and West Portal Avenue has been crowded, confusing, and conflicted. Home to multiple bus lines, transit lines, thousands of daily transit rides, cars, strollers, and more all competing for limited space without much direction or order. Since taking office in January 2021, I have been discussing the necessary changes to this intersection with merchants, neighbors, and visitors to West Portal. Our streets are in dire need of an upgrade, and now is the time to act. We must assure residents, the greater public, and customers of the commercial corridor that West Portal is safe and welcoming.

On April 18, Mayor Breed and I shared the first draft of a proposal to change traffic flow directly in front of the West Portal station.

This draft design would create additional pedestrian space outside the station, encourage cars to visit West Portal Avenue instead of drive through it, and create clear delineation between space for transit and space for private vehicles.

This draft design also continues to allow car traffic on West Portal Avenue and preserves all parking on West Portal Avenue.

You can see the full proposed project [here](#).

My office and the SFMTA are currently collecting feedback from the community on this proposal. The SFMTA has launched a [survey](#), hosted 3 pop ups on the merchant corridor, and gathered input from hundreds of emails, phone calls, and in person comments at City Hall. We have heard valid concerns about impacts to traffic on other streets, double parking, and traffic safety at surrounding intersections, and are actively engaging with West Portal merchants to address concerns, solve problems, and incorporate their feedback. This public process is essential for the SFMTA to draft improvements to the proposal so the best possible design can be presented to the SFMTA Board for consideration.

In the coming weeks, an updated proposal will be available that addresses many of the concerns voiced throughout this public process. I appreciate all those who have provided their feedback and look forward to sharing the updated proposal with the West Portal community and all District 7 residents once the targeted public outreach has concluded.

Please do not hesitate to reach out if you have any questions and thank you for your commitment to a Welcoming West Portal.

Myrna Melgar

Member, San Francisco Board of Supervisors
District 7

Board of Supervisors | District 7 | Myrna Melgar
[District 7 Homepage](#)

1 Dr. Carlton B. Goodlett Place, Room 260
San Francisco, CA 94102
(415) 554-6516 | Fax: (415) 554-6516
melgarstaff@sfgov.org



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From: daniel.raybin
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 2:53:18 PM

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

My name is **daniel raybin**
My email address is **draybin@stanford.edu**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

We are an elderly couple who frequently drive on West Portal.
Please abandon plans to block traffic on Ulloa and to ban cars from West Portal

Sincerely,
daniel raybin

From: [Aljeyda Lettieri](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 2:48:24 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Aljeyda Lettieri
Email jeyda.lettieri8@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Stanley Shields](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 2:46:26 PM

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

My name is **Stanley Shields**

My email address is **schwartzpush@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Stanley Shields

From: vivianturner@aol.com
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Sfcta Info](#); [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Plans to reconfigure West Portal
Date: Wednesday, April 24, 2024 2:45:55 PM

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

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. I am a long term resident of the West Portal area and I rely on my car to go shopping and dining on West Portal. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

Vivian Stern Turner

Sent from my iPhone

From: [Jane Kolling](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 2:31:24 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Jane Kolling
Email jmkolling98@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day "opportunity" to provide feedback is reckless and irresponsible. If a plan is to be researched perhaps a signal could be examined not a street closer. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Kristy Devlin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 2:26:42 PM

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

My name is **Kristy Devlin**

My email address is **kristy.devlin@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kristy Devlin

From: [Dennis ODonnell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 2:25:52 PM

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

My name is **Dennis ODonnell**
My email address is **dennis_odonnell@ymail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Dennis ODonnell

From: [Jessica O'Reilly](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Cc: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal plan
Date: Wednesday, April 24, 2024 2:15:07 PM

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

To All,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

**Jessica O'Reilly
West Portal resident**

From: [Monica Heqly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 2:09:16 PM

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

My name is **Monica Heqly**
My email address is **monicahealy@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Monica Heqly

From: christy.ventura
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 2:08:17 PM

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

My name is **christy ventura**
My email address is **christy@ventura-tech.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
christy ventura

From: [Kieran Healy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 2:07:36 PM

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

My name is **Kieran Healy**
My email address is **kieranjhealy@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kieran Healy

From: [Monica Healy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 2:07:28 PM

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

My name is **Monica Healy**
My email address is **monicahealy@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Monica Healy

From: [Anthony DeLucchi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 2:07:28 PM

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

My name is **Anthony DeLucchi**
My email address is **ajdelucchi@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Anthony DeLucchi

From: [Shapor Naghibzadeh](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 1:48:17 PM

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

My name is **Shapor Naghibzadeh**
My email address is **shapor@gmail.com**

This is a knee-jerk reaction to an unfortunate tragedy that the proposed changes would not prevent from happening.

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Shapor Naghibzadeh

From: [Howard Epstein](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 1:47:34 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Howard Epstein
Email hepstein@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Adam Epstein](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 1:35:03 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Adam Epstein
Email adamep1@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Tami Epstein](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 1:33:10 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Tami Epstein
Email tl.epstein@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Linda West](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 1:31:33 PM

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

My name is **Linda West**

My email address is **linda.peter.sf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Linda West

From: [Monika Avdeef](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 1:30:32 PM

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

My name is **Monika Avdeef**
My email address is **mikka07@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Monika Avdeef

From: [Marie Beckerman](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Keep West Portal Open
Date: Wednesday, April 24, 2024 1:28:45 PM

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

Just yesterday the MTA released a plan to drastically limit cars on West Portal, and did this at the behest of Supervisor Myrna Melgar and Mayor London Breed. This was confirmed at the West Portal Merchants Meeting this morning. The direct quote from Supervisor Melgar in the SF Standard today is this:

“If it were up to me, it would take all of the cars off West Portal,” Melgar said. “I think that this plan takes most of the cars off the intersection, and that is my goal.”

Link to Article: [San Francisco Standard](#)

Link to plan to close intersection: [SFMTA](#).

This outrageous effort is being covered widely by the media and social media – check on KQED, KCBS, ABC7, SF Standard, SF Chronicle and so on, as well as being vocally discussed on NextDoor.

This plan is an opportunistic and arbitrary response to the tragic car accident on Ulloa in March, which was caused by a single driver, and for which no cause has been officially revealed.

When the Merchants asked MTA whether the West Portal/Ulloa intersection had a high injury incident history, the answer was NO. The MTA supplied no data to support the proposed changes to the intersection. Rather, they confirmed that they were directed by Melgar and Breed to make this happen, and to make it fast. The MTA has given a 10 day period for the community to respond. The link to the MTA survey on the subject is below, and it is unhelpful at best – only asking your thoughts on design once the intersection is closed, not whether it should be closed or not.

Marie Beckerman

From: [James McGuigan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 1:12:31 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent James McGuigan
Email mcguiganjim@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Angela Camacho](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open
Date: Wednesday, April 24, 2024 1:12:16 PM

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

Dear elected officials and City employees,

I am extremely upset about the ridiculous plan to close West Portal to cars. Your knee jerk response will only hurt the merchants and the neighborhood.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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Thank you!

Angela Camacho

From: [Lowell Pratt](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 1:03:29 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Lowell Pratt
Email lpratt@menlo.edu
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Kevin Birmingham](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 1:02:49 PM

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

My name is **Kevin Birmingham**
My email address is **kevin@kevinbirmingham.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kevin Birmingham

From: [Sandy Glover](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 1:02:44 PM

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

My name is **Sandy Glover**
My email address is **sunsetsandy98@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sandy Glover

From: [Marsha Tse](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 12:54:11 PM

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Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Marsha Tse
Email marshaklee@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Joann Cunnane](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 12:47:56 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Joann Cunnane
Email joann@fitzgeraldcompany.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Alyse Parrino](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 12:45:38 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Alyse Parrino

Email akparrino@comcast.net

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Constance Flannery](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:45:18 PM

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

My name is **Constance Flannery**
My email address is **msflannery@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Constance Flannery

From: [Lucy Huang](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:45:14 PM

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

My name is **Lucy Huang**
My email address is **lucyhuang94@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Lucy Huang

From: [Sophia Azinheira- Gonzales](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:45:12 PM

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

My name is **Sophia Azinheira- Gonzales**
My email address is **sophiaazinheira@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sophia Azinheira- Gonzales

From: [Diana Wall](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:45:10 PM

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

My name is **Diana Wall**
My email address is **dianacwall@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Diana Wall

From: [MN Ziman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:24:02 PM

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

My name is **MN Ziman**

My email address is **mnziman@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
MN Ziman

From: [Karen Bisagno-Peterson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:23:57 PM

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

My name is **Karen Bisagno-Peterson**
My email address is **bis456@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Karen Bisagno-Peterson

From: [Aimee Labagh Tenente](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:17:14 PM

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

My name is **Aimee Labagh Tenente**
My email address is **alabagh@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Aimee Labagh Tenente

From: [Emi Shiraki](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:13:26 PM

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

My name is **Emi Shiraki**

My email address is **eanddshirak@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Emi Shiraki

From: [Jennifer Somsouk](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:09:30 PM

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

My name is **Jennifer Somsouk**
My email address is **jenniferhtan@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jennifer Somsouk

From: [Laura Ketterer](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:09:29 PM

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

My name is **Laura Ketterer**
My email address is **laura-ketterer@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Laura Ketterer

From: [Stan Barnett](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:09:28 PM

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

My name is **Stan Barnett**

My email address is **stanbarnett7@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Stan Barnett

From: [Christie Crapeticio](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:09:27 PM

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

My name is **Christie Crapeticio**

My email address is **emoweasel123@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Christie Crapeticio

From: [Sandra Baumgarten](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:57:52 AM

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

My name is **Sandra Baumgarten**

My email address is **sbaumgarten918@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Sandra Baumgarten

From: [Nathalie Gangel](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:48:13 AM

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

My name is **Nathalie Gangel**
My email address is **nathalie.gangel@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Nathalie Gangel

From: [Margaret Bidegainberry](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:48:10 AM

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

My name is **Margaret Bidegainberry**
My email address is **mbidegain@earthlink.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Margaret Bidegainberry

From: [Katie McCarthy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:40:00 AM

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

My name is **Katie McCarthy**
My email address is **kmccarthy415@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Katie McCarthy

From: [Stephen Rosenfield](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:39:55 AM

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

My name is **Stephen Rosenfield**
My email address is **snrosenfield@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Stephen Rosenfield

From: [Katie Talbott](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:34:47 AM

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

My name is **Katie Talbott**

My email address is **katiemccaffrey@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Katie Talbott

From: [Carleen Durkin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:34:42 AM

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

My name is **Carleen Durkin**
My email address is **carleen.durkin@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Carleen Durkin

From: [Donald Enochson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:19:37 AM

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

My name is **Donald Enochson**
My email address is **denochson@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Donald Enochson

From: erin_byrne
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:16:00 AM

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

My name is **erin byrne**
My email address is **erinbyrne.eb@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
erin byrne

From: [Samantha Geno](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:14:49 AM

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

My name is **Samantha Geno**
My email address is **samjsilvia@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Samantha Geno

From: [Meghan McGuire](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 11:09:24 AM

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

My name is **Meghan McGuire**

My email address is **mmm McGuire15@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Meghan McGuire

From: [John Fox](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:59:47 AM

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

My name is **John Fox**
My email address is **jvfox3@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
John Fox

From: [Tom Weyer](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:58:32 AM

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

My name is **Tom Weyer**
My email address is **weyer@me.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Tom Weyer

From: [Rhonda Hontalas](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:53:28 AM

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

My name is **Rhonda Hontalas**
My email address is **rhontalas27@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Rhonda Hontalas

From: kenneth.sarocky
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:49:12 AM

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

My name is **kenneth sarocky**
My email address is **sarocky@mac.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
kenneth sarocky

From: [Bill Hontalas](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:49:02 AM

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

My name is **Bill Hontalas**
My email address is **brjj123@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Bill Hontalas

From: [Tierney Pineda](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:48:39 AM

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

My name is **Tierney Pineda**
My email address is **tbates22@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Tierney Pineda

From: [Conor Byrne](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:48:34 AM

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

My name is **Conor Byrne**

My email address is **conorbyrne06@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Conor Byrne

From: [Jennifer Spillane](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:48:25 AM

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

My name is **Jennifer Spillane**
My email address is **jennyspillane@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jennifer Spillane

From: [John Wu](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:48:20 AM

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

My name is **John Wu**

My email address is **johncjwu@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
John Wu

From: [Jason Yee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:48:19 AM

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

My name is **Jason Yee**
My email address is **aznxboi1218@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jason Yee

From: [Eileen Fry](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:48:14 AM

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

My name is **Eileen Fry**
My email address is **abesames@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Eileen Fry

From: [Marilyn Buzolich](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:48:03 AM

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

My name is **Marilyn Buzolich**
My email address is **mjbuz@me.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Marilyn Buzolich

From: [Gerald Bernstein](#)
To: [Gerald Bernstein](#), [Mayor Breed \(P2\)](#), [Supervisor Melgar](#), [London \(P2\)](#), [Victoria \(P2\)](#), [Board of Supervisors \(P2\)](#), [Dustin Aaron \(P2\)](#)
Subject: [Keep West Portal Open to 4th](#)
Date: Wednesday, April 24, 2024 10:48:03 AM

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

My name is **Gerald Bernstein**
My email address is **JerryBern@aol.com**
Supervisor Melgar and Mayor Breed,

I am writing in response to and to object to proposed traffic changes along West Portal Avenue as are currently proposed. I live nearby in Balboa Terrace. While we are all horrified and saddened by the tragic accident in March in front of the library, I fail to see how any of the proposed changes relate to the circumstances of this driver-related accident as I understand it from press reports. And prior to the accident, I fail to see much evidence that the Ulloa-West Portal intersection was on the City's list of accident-prone intersections. I summarize my comments as 1) a review of City data fails to identify this intersection as a problem, and 2) why I believe traffic flow and safety will be made worse by the proposed changes.

1. City Data shows this intersection less of a problem than alternative routings.

The City maintains a database of accidents.

https://url.avanan.click/v2/___https://data.sfgov.org/Public-Safety/Traffic-Crashes-Resulting-in-Injuries/kn4t-hihx__YXAzOnNnZHqyOmE6bz0SYWI2ZjVlMzI3MDQ0ZDk2YWExYWl2Yzk3NkZDI1ZlTo2OjA3NTA6ZWZhYWQ1OWRlYWU0ODg5NmM1OGMxY2YxMWI4YzUwMThlYzcxNmNjYWQ3MTkyMGViNWVmODZlOTMyMjM2ZmYTp0IQ
According to this source, there has been one (1) accident at the Ulloa-West Portal intersection in the past 5 years (this does not include the fatal March 2024 accident which is not at the intersection). This is fewer than the four (4) accidents that have occurred along the proposed Claremont-Taraval route along which traffic will be rerouted under the proposed plan- which is to say the alternative routing has more accidents and is no "safer" than the area of the proposed changes. Same can be said for routing traffic through the West Portal-Vicente intersection which also records four (4) accidents.

2. Traffic Flow and Safety

For three reasons, I fail to see how forcing traffic onto neighboring streets makes the overall situation safer.

First, prohibiting left turns at the tunnel entrance (West Portal approaching Ulloa) will force persons driving North on West Portal to turn left (West) a block earlier at Vicente (at Starbucks)... an intersection which noted previously has had four (4) accidents in the past five years. So again, the plan forces drivers to make a turn (in this case, left at the Vicente-West Portal intersection) that is already more dangerous than the intersection (Ulloa-West Portal) to be improved!

Second, persons southbound on Portola Drive who wish to go toward the west will no longer be able to turn right onto Claremont thence left on Ulloa. Instead, they too will need to continue to the Vicente intersection and turn right (already a mess with back-ups when buses are turning) and then continue through the above mentioned problematic Vicente-West Portal intersection. Yet again, forcing more traffic through a more dangerous intersection to improve another with fewer problems.

Finally, arguments about safety for West Portal Elementary school are bogus as the plan forces Northbound traffic on Claremont to travel past the school (and school-crossing) on Claremont, around the circle (another school-crossing), along Taraval, then down Lenox—three sides of the schools with several crossings!!

In summary, I fail to see how the proposed changes in traffic flow do anything to improve circulation or safety in the West Portal neighborhood.

Thank you for your attention,

Gerald Bernstein
210 San Fernando Way
San Francisco, CA 94127

Sincerely,
Gerald Bernstein

From: [Bernadette Durkin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:48:02 AM

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

My name is **Bernadette Durkin**

My email address is **bernadettekdurkin@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bernadette Durkin

From: [Mara Durkin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 10:48:01 AM

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

My name is **Mara Durkin**

My email address is **maradurkin@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mara Durkin

From: [Collin P Quock](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 10:27:22 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Collin P Quock
Email cpquock@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Marvel Tay](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 10:12:24 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent **Marvel Tay**
Email marvel.tay@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Jennifer Larkin](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); info@sfcta.org; mtaboard@sfmta.com
Subject: Not a high injury intersection
Date: Wednesday, April 24, 2024 10:12:19 AM

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

As a patron of several businesses in the area, I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Regards,
Jennifer Larkin

From: [Brian Kearney](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 10:09:49 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Brian Kearney
Email bkearney51@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Anne Kearney](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 10:08:01 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Anne Kearney
Email akearney51@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Michelle Weger](#)
To: [Board of Supervisors \(BOS\)](#); [Docs. SF \(LIB\)](#)
Cc: [Amy DeBevoise](#)
Subject: Notice of Public Meeting of the Bay Area Legal Aid Board of Directors
Date: Wednesday, April 24, 2024 10:02:36 AM
Attachments: [24.05.15 BOARD MEETING NOTICE - Bay Area Legal Aid.pdf](#)

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

Greetings –

Attached please find the notice of the May 15, 2024 Bay Area Legal Aid Board of Directors meeting. Please be in touch if there are any questions.

Many thanks,

Michelle Weger | Senior Grants Officer | Bay Area Legal Aid | 1735 Telegraph Avenue | Oakland, CA 94612 | *Located on Ohlone, Muwekma, and Chochenyo land* | t: (510) 250-5243 | f: (510) 663-4711



Bay Area Legal Aid is a 501(c)(3) non-profit, tax exempt corporation (Federal Tax ID 94-1631316) and it will not expend any funds for any activity prohibited by the Legal Services Corporation, as prohibited under 42 U.S.C. 2996 et. seq. or by Public Law 104-134 §504(d). For more information contact development@baylegal.org or visit www.lsc.gov

We can't do this work without you! [Make a contribution to BayLegal](#) and give families a fighting chance at justice.

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From: [ANDREA BABCOCK](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 9:48:46 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent ANDREA BABCOCK
Email andrea11starr@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Susan Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 9:40:10 AM

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

My name is **Susan Wong**
My email address is **suswon@msn.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Susan Wong

From: [Sarah David](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 9:39:19 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Sarah David
Email slansangdavid@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Tricia Moriarty](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open
Date: Wednesday, April 24, 2024 9:34:30 AM

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

To whom it may concern:

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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Tricia Moriarty
SF Resident

From: [Anthony DeLucchi](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 9:26:53 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Anthony DeLucchi
Email ajdelucchi@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Anthony DeLucchi](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 9:23:42 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Anthony DeLucchi
Email ajdelucchi@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: eileen_rodny
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 9:23:31 AM

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

My name is **eileen rodny**

My email address is **eileendrodny@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
eileen rodny

From: [Holly Watts](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 9:23:29 AM

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

My name is **Holly Watts**

My email address is **hollywatts@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

The bottom line is that drivers are not following traffic laws. It is dangerous to walk anywhere in the city including Ulloa Street. People don't stop at stop signs, nor do they give the right to pedestrians. What we need are more police

to make sure our streets are safe. Not a quick "fix it" of closing off part of a street.

What we don't need is a fast "fix it" by the MTA, supervisor, and mayor, which doesn't solve the problem. We need more time and input from all sides. The Taraval "fix it" has been loaded with problems and has badly hurt the merchants. These are small businesses that have lost business, which won't return. Will West Portal be next?

Sincerely,

Holly Watts

Sincerely,
Holly Watts

From: [Elaine Chan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 9:17:13 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Elaine Chan
Email chane94118@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Marc Gittelman](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 9:07:38 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Marc Gittelman

Email mcgsf@aol.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Gretchen Euchner](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 9:04:03 AM

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

My name is **Gretchen Euchner**
My email address is **ggse@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gretchen Euchner

From: [Ashley Pagan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 9:02:37 AM

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

My name is **Ashley Pagan**
My email address is **apagan18@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Ashley Pagan

From: [Ezekiel Robbins](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 9:02:29 AM

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

My name is **Ezekiel Robbins**
My email address is **ezkai17@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ezekiel Robbins

From: [darwin huang](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:53:48 AM

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

My name is **darwin huang**
My email address is **darwinhuang@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
darwin huang

From: [Denise Downs](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:53:47 AM

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

My name is **Denise Downs**
My email address is **ddvball@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Denise Downs

From: [Schad Dalton](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:45:44 AM

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

My name is **Schad Dalton**

My email address is **schaddalton1@gmail.com**

I firmly SUPPORT the proposed changes to the West Portal/Ulloa area. SF has bent the knee to car-addicted regressives who are simply terrified of change and unable to accept the real-world data that shows over and over that businesses and neighborhoods thrive when people are prioritized over cars.

Not only should the intersection at WP/Ulloa be prohibited to cars (AKA the people complaining who only use it as a cut-through and don't actually stop in West Portal to support the local businesses), but the entire area should be pedestrianized (with exceptions for Muni and delivery vehicles).

Sincerely,
Schad Dalton

From: [Alexander Tilds](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:29:10 AM

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

My name is **Alexander Tilds**
My email address is **tildsa@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Alexander Tilds

From: [Marianne Tilds](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:20:40 AM

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

My name is **Marianne Tilds**
My email address is **mtilds41@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Marianne Tilds

From: [Anthony Chiong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 8:18:15 AM

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

My name is **Anthony Chiong**
My email address is **colsol@mindspring.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Anthony Chiong

From: [Kathy Morello](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 7:42:10 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Kathy Morello
Email mkmorellofam@sbcglobal.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Paul Marino](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 7:38:52 AM

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

My name is **Paul Marino**
My email address is **marino8860@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Paul Marino

From: [Patricia Roseanna Hughes](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 7:37:41 AM

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

My name is **Patricia Roseanna Hughes**
My email address is **prhughes8@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Patricia Roseanna Hughes

From: [Loretta Roddy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 7:16:42 AM

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

My name is **Loretta Roddy**
My email address is **lcroddy@gmail.com**

Don't strangle a thriving small business corridor as they just get their feet under them after the pandemic! Making west portal car free is a huge mistake. Absolutely will have negative impacts. This is a short sighted and reactive response to a tragic accident, not a thoughtful plan to support the neighborhood.

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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future alterations to West Portal traffic management.

Sincerely,
Loretta Roddy

From: [Kathy Fugitt](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 7:16:26 AM

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

My name is **Kathy Fugitt**
My email address is **katfew7@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kathy Fugitt

From: [Michael Dineen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 7:16:12 AM

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

My name is **Michael Dineen**
My email address is **mikedn49@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Michael Dineen

From: [Nicholas LoBuglio](mailto:Nicholas.LoBuglio@sfmta.com)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 7:10:16 AM

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

My name is **Nicholas LoBuglio**
My email address is **nglobuglio@googlemail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Nicholas LoBuglio

From: [Calista Shea](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 7:06:02 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Calista Shea
Email dmshea@msn.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Debbie Shea Fox](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Wednesday, April 24, 2024 7:01:37 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Debbie Shea Fox
Email dmshea@msn.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Bernice Frucht](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 6:37:01 AM

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

My name is **Bernice Frucht**
My email address is **bsfrucht@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bernice Frucht

From: [Jodi Magen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 6:37:01 AM

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

My name is **Jodi Magen**
My email address is **jodimagen@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jodi Magen

From: joseph.moriarty
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 6:10:36 AM

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

My name is **joseph moriarty**
My email address is **joemort50@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
joseph moriarty

From: [Sandra Mori](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 2:20:18 AM

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

My name is **Sandra Mori**
My email address is **aimori@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sandra Mori

From: [Barbara J Dwyer](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:52:17 AM

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

My name is **Barbara J Dwyer**

My email address is **montereydivingwoman@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

As a resident of D8 - near D9 I see first-hand what MTA's traffic restriction has done to Valencia St. I can no longer see my vet of 30 years because parking is non-existent

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

MTA needs to collaborate with the community and not strong arm this idea through because the bicycle coalition wants it.

Sincerely,
Barbara J Dwyer

From: [Lorraine Valdespino](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:15:04 AM

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

My name is **Lorraine Valdespino**
My email address is **lmvaldo@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

I have lived on Ulloa Street for the past 30 years, and travel through the West Portal district regularly to commute, pick up/drop off my daughter, shop, access services or Muni.

I am concerned that the knee-jerk reaction to implement this proposal is too much, too soon. Looking over the schematics, I can already tell that the reduced flow of traffic with all the prohibited left turns at the intersection will cause confusion and impact safety and traffic flow on the adjacent streets.

Implementing this project in May will not be a good idea- West Portal school access will be affected, traffic coming in and out. Has anyone consulted the school about this? Maybe get the school's involvement, so that it can start when parents- many of whom are English language limited- have had a chance to adjust to new traffic rules to access their child's school perhaps at start of new term?

In terms of safety, there is no other way for drivers to access Portola or West Portal without taking the long way around, using already crowded Taraval(see west Portal school above) and Vicente streets- which have their own safety issues. Many recent safety improvements to Vicente will attest to its challenges and bottleneck sections.

Businesses will definitely feel a negative impact. and the parking lot at the corner? there will be only access to that lot by driving all the way through West Portal(increasing traffic on the inbound side) to make a right on Ulloa and exit on Claremont. Many businesses on the corner rely on access to that small overflow lot, particularly since parklets installed during the pandemic drastically cut parking availability in the area.

While everyone was shocked at the tragic accident, I have more ire at the fact that SFMTA has let the L line languish without train service for YEARS while we wait for endless track improvement projects completion. no one should have to stand at that crowded library bus stop, yet we are still waiting for that L train to restore service. I watch people with limited mobility and other challenges have to re-board buses and wait at crowded stops in all weather. it is a shame that pedestrian safety within the L train stops at West Portal station as long as that is the end of the line.

Sincerely,
Lorraine Valdespino

From: [Monica Bogart](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:02:53 AM

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

My name is **Monica Bogart**

My email address is **monicapaknad@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Monica Bogart

From: [Brian Danforth](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Wednesday, April 24, 2024 12:02:50 AM

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

My name is **Brian Danforth**
My email address is **bdanforth_ysusa@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Brian Danforth

From: [MARK OBRIEN](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:45:52 PM

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

My name is **MARK OBRIEN**
My email address is **mark@obrienland.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
MARK OBRIEN

From: [elaine Paschke](mailto:elaine.Paschke@sfcta.org)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:34:52 PM

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

My name is **elaine Paschke**
My email address is **ewpaschke@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
elaine Paschke

From: [S'bastien Azinheira Gonzales](mailto:Sbastien.Azinheira.Gonzales@sfcta.org)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:35:18 PM

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

My name is **S'bastien Azinheira Gonzales**
My email address is **azinheirag@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
S'bastien Azinheira Gonzales

From: [Bruce Scharschmidt](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:33:58 PM

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

My name is **Bruce Scharschmidt**
My email address is **bruce.scharschmidt@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bruce Scharschmidt

From: [Helen Ye](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:33:01 PM

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

My name is **Helen Ye**
My email address is **happybell27@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Helen Ye

From: [Mary Harris](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 10:25:34 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Mary Harris
Email maryharris_sf@outlook.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Thomas Harvey](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:24:54 PM

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

My name is **Thomas Harvey**
My email address is **tdharveyiii@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Thomas Harvey

From: [Kevin O'Connor](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:24:46 PM

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

My name is **Kevin O'Connor**
My email address is **kevin@there.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection.

I see this plan as an opportunistic move, capitalizing on a recent tragedy for political gain. I want Supervisor Melgar to conduct several open public forums in partnership with West Portal businesses to discuss options that improve public safety while enhancing and supporting our local small businesses.

I am also concerned about the impact of traffic congestion on West Portal. Please work with the community -- not with campaign contributors and interests that do not live and work in our neighborhood. Please involve residents and businesses in all efforts to improve West Portal traffic management.

Thanks.

Kevin O'Connor
Proud District 7 resident (and voter) since 1985

Sincerely,
Kevin O'Connor

From: [Hormoz Janssens](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:24:44 PM

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

My name is **Hormoz Janssens**
My email address is **hormozyj@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Hormoz Janssens

From: [Shoshanah Dobry](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Board of Supervisors \(BOS\)](#)
Subject: West Portal
Date: Tuesday, April 23, 2024 10:22:30 PM

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

This is an email I sent to Rachel Swan after reading her articles.

Hi:

As someone who is only over on West Portal a few times/month I just want to put in my 2 cent saying... please don't do this without some real thought and planning and not some election ploy for London Breed.

Being from the Bayview and going over to the Mission once or more/week the Valencia mess is a perfect example of what should never have been done and now is there with the SFMTA unwilling to admit what they've done so it stays.

This brings to mind that I read how the mayor wants to get bicycles on West Portal. Really?????

I was in a community meeting with Shaman Walton this past week. I and others were talking about our transportation issues. Funny how 2 days later I read about the unholy mess at the Rose Pak boondoggle station. So, it's going to cost almost \$5 million (that means \$10 million with cost over runs) to fix the multiple leaks, that should be spent here in the Bayview at the other end of the Central Subway project. The end that almost never uses this wonderful addition to the City.

Sorry for venting. Just seems that SFMTA really doesn't help people out here. Most people are still using the #8 buses to get to Chinatown to work or the T (& #15) for transport on Third Street.

Thanks for listening.

Shoshanah Dobry

In addition I want to say that it sounds like no one in City government has asked the residents or merchants of West Portal what they want. I have also read that the merchants have asked for traffic improvements in the area more than once and nothing was done. Sounds alot like Valencia Street

From: [Vladimir Sanchez](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:18:52 PM

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

My name is **Vladimir Sanchez**
My email address is **vladsanchezsf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Vladimir Sanchez

From: [David Krucik](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:18:42 PM

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

My name is **David Krucik**

My email address is **david.krucik@outlook.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Additionally, this is yet another example of no one looking at the big picture. This will snarl traffic throughout other parts of the city as well.

Sincerely,
David Krucik

From: [Allison Green](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:08:16 PM

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

My name is **Allison Green**

My email address is **Allisonjoygreen@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Allison Green

From: [Claudia Martin](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 9:59:20 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Claudia Martin
Email balanced_energy@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Elizabeth Oneill](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:43:23 PM

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

My name is **Elizabeth Oneill**
My email address is **eallen20@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Elizabeth Oneill

From: [Steve Roditti](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:43:14 PM

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

My name is **Steve Roditti**
My email address is **rorocks100@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Steve Roditti

From: [Meg Kammerud](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 9:42:57 PM

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

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

The intersection of Ulloa Street and West Portal Avenue is dangerously designed and, with its numerous Muni stops and high number of people walking, biking, and taking public transit through the area, it should be closed to car traffic to make the area safe for people, especially children, seniors, and people with disabilities who often use walk and public transportation as well as visit the nearby library, playground, park, schools, and shops.

On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

Meg Kammerud
mpirnie@stanfordalumni.org
810 Congo St
San Francisco, California 94131

From: [Kaitlin Holl](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Please don't take cars off West Portal - complete L Taraval line instead
Date: Tuesday, April 23, 2024 9:42:51 PM

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

Hello,

I'm writing to express my **strong opposition to the MTA draft plan to limit cars on the West Portal and Ulloa intersection**. This plan is an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have **no connection with or understanding of our neighborhood**.

A large factor in the tragic car accident was the makeshift L Taraval bus stop. **The L Taraval line's completion and fixing the appalling torn-up blacks on Taraval need to be the priority**. This proposal would only worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars.

Thank you,
Kaitlin

From: [Mark Rand = Another Good Guy](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#)
Cc: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Date: Tuesday, April 23, 2024 9:38:04 PM

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

"I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

Will a bunch of signs save lives? Police enforcement saves lives!

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic."

From: [Jean Kind](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:36:57 PM

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

My name is **Jean Kind**
My email address is **sfmomdog@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jean Kind

From: [John Wu](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:31:46 PM

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

My name is **John Wu**

My email address is **johncjwu@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
John Wu

From: [Steve McDonagh](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:31:42 PM

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

My name is **Steve McDonagh**
My email address is **stevemcd1422@pacbell.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Steve McDonagh

From: [Jackie Noonan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:24:51 PM

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

My name is **Jackie Noonan**
My email address is **jackienoonan@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jackie Noonan

From: [Robert DeBaun](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:03:15 PM

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

My name is **Robert DeBaun**
My email address is **bdebaun@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Robert DeBaun

From: [Lee Bruno](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:51:57 PM

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

My name is **Lee Bruno**
My email address is **leebrunosf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lee Bruno

From: [Christopher Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:51:53 PM

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

My name is **Christopher Wong**
My email address is **cjwong1992@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Christopher Wong

From: [Elizabeth Schindler](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:46:02 PM

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

My name is **Elizabeth Schindler**
My email address is **elizabethberger@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Elizabeth Schindler

From: [Lindsay Chan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:46:01 PM

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

My name is **Lindsay Chan**
My email address is **lindsaynchan@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses (Valencia street businesses have been completely destroyed by the ridiculous bike lane!), and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan. They're implementing a solution for a problem that doesn't exist and one that no one asked for.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,

Lindsay Chan

From: [Brad Patel](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:46:00 PM

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

My name is **Brad Patel**

My email address is **jetteck1@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Brad Patel

From: [Pat Hornbecker](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:28:24 PM

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

My name is **Pat Hornbecker**

My email address is **pathornbecker@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Pat Hornbecker

From: [Timmy Norris](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:27:52 PM

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

My name is **Timmy Norris**
My email address is **tnorris2025@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Timmy Norris

From: [Carl Wendorf](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:27:33 PM

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

My name is **Carl Wendorf**
My email address is **carlwendorf@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Carl Wendorf

From: [Ornella Virardi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:20:57 PM

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

My name is **Ornella Virardi**
My email address is **ornellavirardi@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ornella Virardi

From: [Aine McNamara](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:20:48 PM

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

My name is **Aine McNamara**
My email address is **ainemcna20@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Aine McNamara

From: [Colin Franceschini](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:20:44 PM

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

My name is **Colin Franceschini**
My email address is **colin.franceschini@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Colin Franceschini

From: [Rita Mazzei](#)
Subject: Proposed Traffic Changes to West Portal
Date: Tuesday, April 23, 2024 8:17:36 PM
Attachments: [Outlook-p0yhfpbd.png](#)

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

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

Regards, Rita J. Mazzei
415-812-2682 mobile



From: [Stephen Jordan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:13:48 PM

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

My name is **Stephen Jordan**
My email address is **stvnjordan2@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

Is anyone at city hall going to address the lack of structural support pylons at our bus stops? Will anyone address the fact that bus stops across the city are designed in a 'breakaway' configuration so they are cheaper to replace when someone hits them? Both of which would be overwhelming factors when examining how to prevent similar tragedy's.

A singular elderly driver who by all counts should not have had a license, is going to cause irreversible changes to a business/leisure corridor I have grown up in for my 30 years of life. This is nothing short of opportunistic fear mongering, and both supervisor Melgar and Mayor Breed should be ashamed. If they insist on passing this proposal, hopefully they will find themselves unseated in their next re-election. I have spoken at length about this incident and the city's response with friends and family, all of whom have grown up in the sunset and District 7. Not one person believes drastic changes are needed in West Portal. While a tragedy occurred, this proposal refuses to look at the underlying factors surrounding the driver and muni stops as a whole.

Has anyone checked what the impacts of this are on businesses on the heels of covid lockdowns?

Has anyone asked many businesses will be left in 5 years if only Muni is able to drop people on the main street?

With parking completely removed on the main street, is the intent to make this

area completely inaccessible to anyone not living within a block or taking Muni?

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups and people who do not live in(or visit) the West Portal area. Try and have some common sense instead of playing for flashy news headlines. It plays well to the cameras, but not your constituents.

Sincerely,
Stephen Jordan

From: [Richard Berge](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:13:45 PM

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

My name is **Richard Berge**
My email address is **rjberge@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Richard Berge

From: [Tom Murphy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:06:20 PM

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

My name is **Tom Murphy**
My email address is **tmurphysf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tom Murphy

From: [Tyson Williams](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:58:38 PM

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

My name is **Tyson Williams**
My email address is **tyson_3480@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tyson Williams

From: [Richard Franceschini](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:58:26 PM

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

My name is **Richard Franceschini**
My email address is **rfran@rflawllp.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Richard Franceschini

From: [Paige Bischoff](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:45:42 PM

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

My name is **Paige Bischoff**
My email address is **pbischoff@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Paige Bischoff

From: [Gianna Silvestri](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:45:03 PM

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

My name is **Gianna Silvestri**
My email address is **giannams23@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Gianna Silvestri

From: [Mary Radanovich](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:43:05 PM

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

My name is **Mary Radanovich**

My email address is **mradanovich@stceciliashool.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Mary Radanovich

From: [John Franceschini](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:42:14 PM

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

My name is **John Franceschini**
My email address is **johnfran1415@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
John Franceschini

From: [Katherine Anderer](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:41:13 PM

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

My name is **Katherine Anderer**
My email address is **kateanderer@me.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Katherine Anderer

From: [Maura Baglin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:41:12 PM

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

My name is **Maura Baglin**
My email address is **monosebest@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Maura Baglin

From: [Allie Berge](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:41:04 PM

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

My name is **Allie Berge**

My email address is **alessandraberger@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Allie Berge

From: [Arianna Leija](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:41:01 PM

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

My name is **Arianna Leija**
My email address is **yayaleija33@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Arianna Leija

From: [Sabrina Tosh](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:40:51 PM

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

My name is **Sabrina Tosh**
My email address is **sabrinatosh20@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Sabrina Tosh

From: [Melenaite Manu](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:40:43 PM

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

My name is **Melenaite Manu**
My email address is **melenaite57@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Melenaite Manu

From: [Gabbie Garlow](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:40:39 PM

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

My name is **Gabbie Garlow**
My email address is **gabriellegarlow@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Gabbie Garlow

From: [Michael St. James](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please help
Date: Tuesday, April 23, 2024 7:34:59 PM

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

I sent this to the Mayor and Supervisor Melgar. It matters deeply to many of your constituents.

Best regards,

Michael St. James

From: Michael St. James
Sent: Tuesday, April 23, 2024 7:23 PM
To: 'mayorlondonbreed@sfgov.org' <mayorlondonbreed@sfgov.org>
Subject: Please don't destroy our West Portal neighborhood.

The jihad against cars harms business districts. Look at how thoroughly the “bike lane” has damaged what had been a vibrant restaurant destination on Valencia Street. When I consider whether to have dinner there or elsewhere, I weigh an extra 20 minutes of looking for parking and hiking to the restaurant. I am sure I am not alone.

Now, this reflexive opposition to cars threatens our charming West Portal business district. No matter what your political views about the desirability of bicycle traffic may be, in fact most of the locals come to West Portal by car.

If cars are banned from the first block of West Portal, they will clog the other blocks and the residential neighborhood all around, and lead me and everyone else to think twice about trying to go to West Portal, factoring in that additional 20 minutes for parking and hiking that we do now for Valencia Street. There are only three blocks of West Portal. Will I drop by the Bookshop to browse or pick up an order in person? Will I enjoy feijoada at Mozzarella di Bufala? Will I suggest to a friend that we meet for lunch at Spiazzo or Trattoria di Vittorio? Or will I suggest someplace easier to get to... because the crusade against cars has made West Portal as hard to go to as Valencia Street?

Please do not impose the traffic ban. West Portal is the gem of the Sunset. A few days ago I enjoyed a glass of wine with my son on the sidewalk outside of Unwined, with a view of the Tunnel. That experience should remain easy and inviting, not the reward for running the parking gauntlet.

As the press reminds us, this is an election year. Trust me: if you convert West Portal into Valencia Street, everyone who thinks of the West Portal shopping district as a local gem will remember what you did at the ballot box.

Sincerely,

Michael St. James
1522 Ortega Street

From: [Anne Kiernan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 7:34:08 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Anne Kiernan

Email aglk@aol.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Kevin Lee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:29:10 PM

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

My name is **Kevin Lee**

My email address is **kleemk@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kevin Lee

From: [Timothy McCabe](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:29:08 PM

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

My name is **Timothy McCabe**
My email address is **Tim@timothymccabe.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Timothy McCabe

From: [Jan Ma](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Subject: West portal proposed changes
Date: Tuesday, April 23, 2024 7:20:34 PM

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

Hello Ms Mayor and Supervisors,

It is sad the family died at the bus stop , but it is an accident. Do not over react because of the accident, there is no need to ban cars on west portal.

There needs to be a change in the leadership of SFMTA. The current head of SFMTA is not providing leadership or doing his job. Why did he allow people on MUNI without paying. He did not take action , it is so rampant, culture will not change, no one will pay. Then you are going to raise taxes. People are leaving Sf because all of you thinking ahead what is good for the city of SF. In addition, to change of SFMTA, changes are needed in the leadership of supervisors and mayor.

From: [J M](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:18:08 PM

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

My name is **J M**

My email address is **f@gmail.com**

These west portal merchants are nuts. Remove cars from west portal now!

Sincerely,

J M

From: [Nancy De Lara](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:17:28 PM

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

My name is **Nancy De Lara**
My email address is **nddelara@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Nancy De Lara

From: [James De Lara](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:17:28 PM

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

My name is **James De Lara**
My email address is **jrdelara@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
James De Lara

From: [Logan Lehnert](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:17:18 PM

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

My name is **Logan Lehnert**
My email address is **loganpolevaults@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Logan Lehnert

From: [Richard Malone](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:17:17 PM

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

My name is **Richard Malone**
My email address is **rikmal1@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Richard Malone

From: [Anne Stanton Malone](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:17:07 PM

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

My name is **Anne Stanton Malone**
My email address is **abstanton@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Anne Stanton Malone

From: [Lexington Lehnert](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:17:06 PM

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

My name is **Lexington Lehnert**
My email address is **lexingtonpolevaults@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Lexington Lehnert

From: [Bruce Lehnert](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:17:04 PM

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

My name is **Bruce Lehnert**

My email address is **drbrucelehnert@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Bruce Lehnert

From: [Erica Cherrix](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 7:12:42 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Erica Cherrix
Email echerrix@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [kathleen Kraus](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 7:03:33 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent kathleen Kraus
Email kshea201@aol.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Brad Young](#)
To: [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); tilly.chang@sfcta.org; [Colfax, Grant \(DPH\)](#); [Scott, William \(POL\)](#); [Nicholson, Jeanine \(FIR\)](#); [Short, Carla \(DPW\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Heartbroken for pedestrians in West Portal. We need real change NOW.
Date: Tuesday, April 23, 2024 7:02:48 PM

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

Dear Mayor London Breed, Board of Supervisors, SFMTA Director Jeffrey Tumlin, SFPD Chief William Scott, SFFD Chief Jeanine Nicholson, DPW Acting Director Carla Short, DPH Director Grant Colfax, and SFCTA Executive Director Tilly Chang:

I am heartbroken about the young family killed in West Portal.

Things have to change, full stop.

While people inside vehicles are safer than ever, those of us outside of vehicles are more at risk than ever. Cars, trucks, and SUVs can become deadly weapons in an instant.

I'm calling on you, all of our City's leaders, to step up to the all-too-real threat on our streets with new levels of commitment and in new ways.

Across the board – in policies, decisions, projects, and funding – you must truly prioritize babies, toddlers, children, teens, adults, elders, and people with disabilities over the movement of vehicles on our streets.

As the City begins its second decade of Vision Zero, we need to hear how you will rise to this challenge and take comprehensive, consistent actions for safe streets to prevent every tragedy possible.

Count my voice as one of many, many concerned residents of San Francisco who stand for safe streets now.

-- Brad Young
97byoung@gmail.com
1778 Page St 94117

From: [Laura Giannini](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 6:58:47 PM

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

My name is **Laura Giannini**
My email address is **lauralgiannini@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Laura Giannini

From: [Jeff Gee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 6:45:09 PM

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

My name is **Jeff Gee**

My email address is **jeffgee@appraisal-office.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jeff Gee

From: [Barbara Chiang](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 6:42:35 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Barbara Chiang
Email blhchiang@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Jim Miglino](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 6:18:31 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Jim Miglino
Email jimmm18@mindspring.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Richard Hansen](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 6:18:24 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Richard Hansen
Email richhansen@aol.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Eva Reyes](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 6:18:22 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Eva Reyes
Email jimenezeeva@hotmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

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From: [Paul Watters](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 6:11:20 PM

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

My name is **Paul Watters**

My email address is **watters1266@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Paul Watters

From: [Kelli Simmons](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 6:11:19 PM

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

My name is **Kelli Simmons**
My email address is **KelliLSimmons@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kelli Simmons

From: [Gregory Bowles](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 6:11:13 PM

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

My name is **Gregory Bowles**
My email address is **greg.bowles@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gregory Bowles

From: [Thomas Henderson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 6:06:00 PM

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

My name is **Thomas Henderson**
My email address is **tshend1949@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Thomas Henderson

From: [Tina Schneider](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 6:05:53 PM

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

My name is **Tina Schneider**
My email address is **tinatalk@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Tina Schneider

From: [Ken Schneider](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 6:05:51 PM

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

My name is **Ken Schneider**

My email address is **thekenschneider@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Ken Schneider

From: [Cindy Viola](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 6:05:48 PM

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

My name is **Cindy Viola**
My email address is **cindy.viola@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cindy Viola

From: [Linda Hmelo](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 6:01:34 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Linda Hmelo
Email mellowiwish@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Preston Becker](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 5:58:57 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Preston Becker
Email prestonbecker@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Vincent Chan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 5:57:10 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Vincent Chan

Email kiwi9505@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Tim Hornbecker](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 5:53:21 PM

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

My name is **Tim Hornbecker**
My email address is **timhornbecker415@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tim Hornbecker

From: [don papa](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 5:40:04 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent don papa
Email donsteven@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.
Don Papa

From: [james cunnane](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 5:28:40 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent james cunnane

Email jdicu@aol.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Kristen Bouvier](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 5:24:59 PM

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

My name is **Kristen Bouvier**

My email address is **kristen.bouvier@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kristen Bouvier

From: [Lindsey Bukhari](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 5:24:36 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Lindsey Bukhari
Email lbukhari@apple.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Nancy Miranda](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 5:16:54 PM

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

My name is **Nancy Miranda**

My email address is **modems0.tings@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Nancy Miranda

From: [Jen Wana](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 5:09:14 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Jen Wana
Email jenwana@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Anne Larson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: proposed west portal street closures
Date: Tuesday, April 23, 2024 5:07:00 PM

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

Hello all,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is

completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic

I have lived in the West Portal neighborhood for over 20 years, this is a poorly conceived plan that will negatively affect residents. The proposed plan will not only negatively impact business on West Portal, leading to more vacant storefronts but also divert traffic to residential streets and up Clarendon around West Portal Elementary.

I find it repugnant that policy makers are exploiting the tragic death of a family for their own political gain. Not one part of this proposal would have prevented the tragic accident.

Anne Larson

From: [Cole Berggren](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Don't close the intersection of Ulloa/West Portal! Traffic isn't that bad there.
Date: Tuesday, April 23, 2024 4:58:03 PM

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

It's silly to approve a knee jerk reaction to an admittedly tragic accident, when it will do more harm than good. The traffic isn't that bad there and closing the street will make things even more ensnarled... The Taraval corridor rebuild and the water & sewer main replacements on Vicente and Ulloa have already inconvenienced residents for the last 4 years... Why add more unnecessary snarls and construction to an already beleaguered community.

West Portal is fine how it is! (although if you could fix the 2-hour wait at Elena's, that would be helpful lol)

Music Saves...

Cole Odin Berggren

Outreach Director
[Blue Bear School of Music](#)
Cell - 415.336.5320

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<https://soundcloud.com/coleodin>

And for DJ mixes of all styles, please visit and follow my Mixcloud page!

<https://www.mixcloud.com/ownership/>

From: [Jackie Apple](#)
To: [Jackie Apple](#)
Subject: NO TO WEST PORTAL PLAN
Date: Tuesday, April 23, 2024 4:56:55 PM

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

To Whom it May Concern:

I strongly oppose the MTA draft plan to limit cars at the West Portal and Ulloa intersection. This plan has not been well thought through and is an over reaction to the recent car accident that occurred in March 2024. I have spoken to many neighbors and merchants and I yet to meet one who is in favor of this plan.

If this plan were implemented it would remove over 60 parking spots currently available to residents. This would cause more traffic jams and congestion inside the West Portal commercial area as well as on its neighboring streets and ultimately would solve nothing. The entire community would be impacted. Merchants need those parking spaces for customers. This plan would single-handedly force Burns Dry Cleaners and The Postal Chase out of business. Do you expect people to unsafely carry their dry cleaning and postal packages on a scooter or bike? I'm 60 and very fit, but I would never bike anywhere in SF carrying packages or dry cleaning. Cutting off access to West Portal at Ulloa and Claremont would add congestion and decimate West Portal's vibrant little economy.

Things the city and our Supervisor, Myrna Melgar, should focus on are cleaning up the streets, finding housing for the homeless, and finishing the renovation to the L Taraval Line. That family died standing in a temporary bus stop. There is added congestion because of all the pedestrians that have to get off the underground Muni and run to street bus stop to continue their journey. Once the L Taraval project is complete, the number of people doing this would be reduced substantially.

Once the L Taraval line is restored and 3-4 months have passed, a study can be conducted of the traffic and safety issues facing West Portal. Any project approved or implemented before then is a waste of time and taxpayer resources. The only time of day that the traffic is more congested is from 3pm-7pm. The mornings and middays during the week are traffic free.

I'm a native San Franciscan and I have lived in this area for 28 years. Listen to your constituents and consider the irreversible implications to the businesses in this community. West Portal survived the pandemic. Don't jeopardize this vibrant and truly unique community by implementing a plan that is not accepted by the community and not well researched.

Sincerely,

Jacqueline R. Apple and John R. Apple
297 Magellan Ave
San Francisco, CA 94116

From: [Craig Stephen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 4:55:39 PM

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

My name is **Craig Stephen**

My email address is **craig.a.stephen@gmail.com**

Dear Mayor Breed, MTA Board, Supervisors Melgar and Peskin, Board of Supervisors, and OSB:

I object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection.

First of all, I live three blocks from the scene of the recent car accident and pass by that location - on foot or by car - every day. The MTA proposal lacks evidence linking it to the recent car accident - as anyone who walks by the scene can readily see for themselves.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed ten-day feedback window is just reckless.

Finally - it doesn't make any sense to consider changes based on today's traffic patterns - because those patterns have been disrupted, for years now, by the ongoing L Taraval project. No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns.

Please retract this entire plan, and please engage directly with residents and

businesses concerning any future alterations to West Portal traffic management.

Craig Stephen
West Portal resident

Sincerely,
Craig Stephen

From: [Lee Ann Slaton](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 4:52:19 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Lee Ann Slaton
Email music22@comcast.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Paige Bischoff](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 4:47:38 PM

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

My name is **Paige Bischoff**
My email address is **pbischoff@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Paige Bischoff

From: [Mike Matza](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 4:40:01 PM

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

My name is **Mike Matza**
My email address is **mikematza@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mike Matza

From: [Cynthia Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 4:39:48 PM

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

My name is **Cynthia Wong**
My email address is **cyn_wong@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cynthia Wong

From: [Christopher Cunningham](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 4:26:47 PM

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

My name is **Christopher Cunningham**
My email address is **cpcunn@pacbell.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Christopher Cunningham

From: [Valerie Dougherty](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 4:25:09 PM

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

My name is **Valerie Dougherty**
My email address is **dougherv@ucsf.edu**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Valerie Dougherty

From: [Robert Sarlatte](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 4:25:08 PM

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

My name is **Robert Sarlatte**
My email address is **info@bobsarlatte.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Robert Sarlatte

From: [Ashley Ransom](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 4:24:59 PM

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

My name is **Ashley Ransom**
My email address is **ashleyransom415@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ashley Ransom

From: [Kevin Penny](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFO SB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 4:24:53 PM

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

My name is **Kevin Penny**
My email address is **spitfirepenny@gmail.com**

I am against the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. Especially as the accident came from the opposite intersection; a less controlled and more dangerous intersection that would be flushed with more traffic through the proposed plan.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kevin Penny

From: [Jordan Bowen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 4:24:52 PM

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

My name is **Jordan Bowen**
My email address is **jrdbwn@gmail.com**

I strongly SUPPORT the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. Don't listen to the selfish assholes who prioritize driver convenience over human lives.

Sincerely,
Jordan Bowen

From: [Jeanine Valdez](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal MTA Plan
Date: Tuesday, April 23, 2024 4:22:52 PM

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

I am a life-long resident of the West Portal neighborhood. I grew up on Ulloa, went to school in the neighborhood, married and eventually bought a home a few blocks from the house I was raised in. I also raised my son in West Portal, have cared for my elderly parents here, and have patronized the wonderful businesses that serve our community.

Our family both walk and drive on West Portal and throughout the neighborhood, and understand the need for safety, but this plan is a knee-jerk reaction to a horrible tragedy.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Please confirm my email has been received.

Respectfully,

Jeanine Valdez
2211 15th Avenue

From: [fereshteh noory](mailto:fereshteh_noory)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Peskin, Aaron \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [SFOSB \(ECN\)](#); info@sfcta.org; mtaboard@sfmta.com
Subject: NO!!! to MTA West Portal Plan
Date: Tuesday, April 23, 2024 4:10:57 PM

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

To Whom It May Concern,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Regards,
Fereshteh Noory
West Portal Business Owner for over 20 Years

From: [Anne Pagan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 4:05:13 PM

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

My name is **Anne Pagan**

My email address is **erasvian@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

**** this will hurt small business, create a traffic nightmare for our 3 block shopping and business area. It is not requested by those who live and shop here. There must be more thoughtful, less drastic ways to address concerns

about traffic near the tunnel. While the recent traffic accident was tragic , we can not overreact by hurting our community corridor and small business .

Please allow a longer period of community outreach and comments and wishes

. ****

Sincerely,
Anne Pagan

From: [Victor Pagan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 4:05:11 PM

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

My name is **Victor Pagan**
My email address is **erasvian@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Note: our small businesses on West portal are already suffering. They have not recovered from the pandemic, and even the parklets may be having a negative effect. I think we need a broader approach to allow for small businesses and the

residents of the area to express their ideas

Sincerely,
Victor Pagan

From: [sharone franzen](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Cc: [mtaboard@sfmta.com](#); [info@sfcta.org](#); [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Opposition to West Portal proposal
Date: Tuesday, April 23, 2024 4:03:01 PM

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

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Best,
Sharone

Sharone Franzen
Licensed Acupuncturist & Herbalist
2636 Ocean Ave
San Francisco, CA 94132
(415) 572 - 1797

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WEyZDVmZjFiNTI3Njg4ZjA4ZTM4ODk2N2JIYTI4ND02OjBjNmM6MzQwYWQ2NjU3O
WFIYjM0ZTRkMTVmMjhhkYjZmOGUwMjRhNDJmMjg0MTIlnmM5Mjk2NWY1ZjhkNjg
1NTg3MTIkZjp0OkY

From: [Chloe Jager](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 3:51:46 PM

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

My name is **Chloe Jager**
My email address is **cxjmeister@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Chloe Jager

From: [Donna De Santis](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 3:49:45 PM

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

My name is **Donna De Santis**
My email address is **buoymaster@msn.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Donna De Santis

From: [Cathy Rabin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 3:49:36 PM

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

My name is **Cathy Rabin**
My email address is **cerocky@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cathy Rabin

From: [Douglas Brown](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 3:42:09 PM

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

My name is **Douglas Brown**
My email address is **db261617@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Douglas Brown

From: [Carol Enright](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 3:41:57 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Carol Enright

Email enright@mindspring.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Jerry Lynn Sullivan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 3:41:26 PM

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

My name is **Jerry Lynn Sullivan**
My email address is **biojag84@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jerry Lynn Sullivan

From: [Christina Serrano](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 3:41:23 PM

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

My name is **Christina Serrano**
My email address is **criserrano@ymail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Christina Serrano

From: [Makool Rachel](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Oppose changes to West Portal
Date: Tuesday, April 23, 2024 3:37:26 PM

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

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Erica Terrell Hernandez](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Save West Portal
Date: Tuesday, April 23, 2024 3:35:44 PM

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

Board of Supervisors,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

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Regards,

Erica Hernandez

From: [David Lovato](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 3:20:12 PM

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

My name is **David Lovato**
My email address is **dalovato1@gmail.com**

Proposal for a Safer, More Accessible West Portal

The recent tragic accident at West Portal and Ulloa underscores the urgent need for a comprehensive redesign of this intersection. While the full details of the accident are still under investigation, it's clear that the current configuration poses significant risks to pedestrians, cyclists, and drivers alike.

The MTA's draft plan to limit car access at this intersection is a crucial first step towards creating a safer West Portal for everyone. Here's why this redesign is essential:

Proven Safety Benefits: Studies consistently show that reducing car dominance at intersections leads to fewer accidents and injuries. By prioritizing pedestrians and cyclists, we create a more welcoming environment for all.

Addressing Community Needs: While some merchants and residents have expressed concerns about traffic congestion, a well-designed plan can mitigate these issues. Dedicated loading zones, improved public transit options, and clear signage can ensure that businesses remain accessible while prioritizing safety.

Inclusivity: A redesigned West Portal would be more accessible for everyone, including seniors, families with young children, people with disabilities, and those who rely on public transportation. Wider sidewalks, curb cuts, and protected bike lanes would make it easier and safer for all to navigate the area.

Supporting Local Businesses: A safer, more vibrant West Portal would attract more foot traffic and encourage people to linger and shop. Studies have shown that pedestrian-friendly areas often experience increased economic activity. We acknowledge that change can be challenging, but the status quo is simply

unacceptable. The MTA's commitment to a 10-day feedback window demonstrates a willingness to listen to community concerns and make necessary adjustments. We urge the MTA to move forward with this redesign, incorporating feedback from residents and businesses to create a West Portal that is safe, accessible, and thriving.

Additional Considerations:

Phased Implementation: To minimize disruption, the redesign could be implemented in phases, allowing for adjustments based on real-time feedback.

Traffic Studies: A comprehensive traffic study should be conducted to identify potential bottlenecks and develop solutions to ensure smooth traffic flow.

Community Engagement: Ongoing dialogue with residents, businesses, and advocacy groups is crucial to ensure the final design meets the needs of all stakeholders.

By working together, we can create a West Portal that prioritizes safety, accessibility, and community vitality.

Sincerely,
David Lovato

From: [Maksim Grats](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 3:18:52 PM

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

My name is **Maksim Grats**
My email address is **mgrats@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Maksim Grats

From: [Eileen Cuff](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 3:02:40 PM

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

My name is **Eileen Cuff**
My email address is **emccuff@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Eileen Cuff

From: buddy.phanhdara
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 3:01:20 PM

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

My name is **buddy phanhdara**
My email address is **kungfooh@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
buddy phanhdara

From: [Tony Avalos](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:57:11 PM

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

My name is **Tony Avalos**
My email address is **tavalos49@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Tony Avalos

From: [Christopher Kox](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:57:11 PM

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

My name is **Christopher Kox**
My email address is **chriskox@yahoo.com**

I so fully agree with what the merchants have written in their letter, that I will simply forward it here.

What I will add is that MTA is tyranny, being completely unresponsive to direct public control.

The restructuring of several agencies into MTA has only made this worse. The agency is characterized by arrogance top to bottom and should be dismantled.

This is sufficient. What follows is the text from the West Portal Merchants.

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely

hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Christopher Kox

From: [G Kelley](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:56:59 PM

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

My name is **G Kelley**

My email address is **happyinwater@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

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Sincerely,
G Kelley

From: [Victoria Avalos](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:45:09 PM

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

My name is **Victoria Avalos**
My email address is **vickyavalos82@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Victoria Avalos

From: [Bruce Giannini](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:45:08 PM

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

My name is **Bruce Giannini**
My email address is **brucegiannini@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Bruce Giannini

From: [Blaise Zerega](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:45:08 PM

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

My name is **Blaise Zerega**

My email address is **blaise.zerega@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Blaise Zerega

From: [Maureen Sto](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:44:58 PM

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

My name is **Maureen Sto**
My email address is **maureenrps@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Maureen Sto

From: [Doug McKirahan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:33:34 PM

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

My name is **Doug McKirahan**
My email address is **ratt57@pacbell.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Doug McKirahan

From: [Aldo Congi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:29:59 PM

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

My name is **Aldo Congi**
My email address is **acongi.ltb@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Aldo Congi

From: [Lauren Cox](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:29:48 PM

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

My name is **Lauren Cox**
My email address is **lauren.cox@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Lauren Cox

From: [Kathleen Dowler](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:25:12 PM

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

My name is **Kathleen Dowler**
My email address is **kdowler@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kathleen Dowler

From: [Tom Corsiglia](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:25:01 PM

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

My name is **Tom Corsiglia**
My email address is **tjc5335@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Tom Corsiglia

From: dan_byrne
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:25:00 PM

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

My name is **dan byrne**

My email address is **danbyrnelaw@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
dan byrne

From: [Eileen Cuff](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:04:13 PM

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

My name is **Eileen Cuff**
My email address is **emccuff@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Eileen Cuff

From: [Dennis Holl](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 1:58:40 PM

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

My name is **Dennis Holl**
My email address is **denholl52@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

I have lived in the neighborhood for 73 years and I never heard of an accident like this one occurring at this location. It was probably a once in a lifetime accident. It was terrible for the victims but now Melgar and Breed want to

punish the whole neighborhood. In order to protect people waiting for the bus the correct response would be to install bollards around the bus shelter. The afternoon traffic around West Portal is already often gridlocked. Closing Ulloa Street to vehicle traffic will only make a bad situation much worse.

I ride my bike to West Portal regularly and there is no need to improve bicycle access at that intersection. When riding up to West Portal I noticed that the bike lane disappears at 21st Avenue on Sloat because the MTA had the sidewalk pushed out into the lane where the bike path was located. That move didn't help anyone.

The MTA should be focused on improving all forms of transportation, not just bicycles. Not that many people ride bicycles in San Francisco because of all the hills.

Dennis Holl

Sincerely,
Dennis Holl

From: [Chris Moreno](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 1:58:40 PM

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

My name is **Chris Moreno**
My email address is **cmo508@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Chris Moreno

From: [Bob Jones](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 1:58:34 PM

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

My name is **Bob Jones**

My email address is **darien808@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Bob Jones

From: [Katie Christiansen](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: PLEASE Do Not Close West Portal/Ulloa Intersection
Date: Tuesday, April 23, 2024 1:57:02 PM

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

As a resident of West Portal, I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the recent tragedy that took place there.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. In addition, it will increase the traffic flow on streets that run parallel to West Portal, which already suffer from way too many cars who use these streets as a way to cut across the city and drive at speeds far above the speed limit. There have been MULTIPLE occasions where I have been PASSED by other cars on 14th Ave as I drive the speed limit down this road. Something needs to be done about the traffic and reckless driving in West Portal, but this proposed plan is not the answer. It will only succeed at further endangering the residents who live here.

The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Thank you,

Katie

--

Katie Rabaut, OTD, OTR/L
Occupational Therapist

Confidentiality Notice: This e-mail message, including any attachments, is for the sole use of intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

From: [Kylie Stoneking](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 1:51:08 PM

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

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

The intersection of Ulloa Street and West Portal Avenue is dangerously designed and, with its numerous Muni stops and high number of people walking, biking, and taking public transit through the area, it should be closed to car traffic to make the area safe for people, especially children, seniors, and people with disabilities who often use walk and public transportation as well as visit the nearby library, playground, park, schools, and shops.

On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

Kylie Stoneking

Kylie Stoneking
kbs3791@gmail.com
348 Church St #104

San Francisco, California 94114

From: [Wendy Y](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 1:44:06 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Wendy Y
Email wyan25@outlook.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Jeff Marchi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 1:42:59 PM

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

My name is **Jeff Marchi**
My email address is **jeff@themarchis.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

West portal is not a warm place for walking most of the year. During the summer (and other times of year), there are few days where it is warm especially in the evening, you have to wear a parka to be comfortable almost year round day and night. This is not like Valencia Street where you get many sunny days, it's just not comparable to West portal.

I'm 76 years old and being able to park outside of a restaurant and go in and get my takeout food is very important to me and my wife. A couple of the restaurants I frequent regularly are at the end of West portal on the block near the tunnel. Taking away the ability to drive on that block would force me to go to other places to eat. It's just not practical to park a block or two away and walk, especially for older people who want to just get takeout. It's hard enough on the restaurants in this neighborhood to get enough people in to make money,

what do you suggest would end up closing some very popular restaurants?

Sincerely,
Jeff Marchi

From: [Katie Rabaut](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 1:42:57 PM

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

My name is **Katie Rabaut**

My email address is **katiechristiansen.ot@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. In addition, it would increase traffic flow on streets running parallel to West Portal, which already suffer from way too many cars who use these streets as a way to get across the city. On our street (14th Avenue), cars fly down the street way above the speed limit, and there have been MULTIPLE instances where cars have passed me and my husband as we are driving the speed limit down our street. This plan would further endanger residents in the West Portal area. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must

be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Katie Rabaut

From: [Stephanie Sgro](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 1:32:45 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Stephanie Sgro
Email stephsgro@sbcglobal.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [John Eggert](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 1:28:26 PM

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

My name is **John Eggert**
My email address is **joeggert415@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
John Eggert

From: [CHERYL DURIE](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 1:26:41 PM

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

My name is **CHERYL DURIE**
My email address is **charlykayle@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
CHERYL DURIE

From: [John Champlin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 1:26:38 PM

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

My name is **John Champlin**
My email address is **johnthechamplin@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
John Champlin

From: [Luis Medrano](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 1:04:27 PM

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

My name is **Luis Medrano**
My email address is **Ludidit@hotmail.com**

Do not destroy this neighborhood with this ridiculous plan! This is a driving shopping area what will not be accessible if you ban cars.

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any

future alterations to West Portal traffic management.

Sincerely,
Luis Medrano

From: [Larry Doyle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 1:04:24 PM

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

My name is **Larry Doyle**
My email address is **doylelpd@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Larry Doyle

From: [Vicky Doyle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 1:04:19 PM

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

My name is **Vicky Doyle**
My email address is **vickyjodoyle@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Vicky Doyle

From: [Karen Eggert](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 12:57:59 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Karen Eggert

Email keggertsf@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Susan Spellman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 12:55:37 PM

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

My name is **Susan Spellman**

My email address is **susan.spellman@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded. There are even parts of this plan that encourage bicycles on West Portal, which will without doubt be exceptionally dangerous for those riders, not only because of diagonal parking but because of streetcar tracks which are lethal to bike tires and wheels when they hit the the tracks - the wheel stope instantly, but the rider does not.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any

future alterations to West Portal traffic management.

Sincerely,
Susan Spellman

From: [Steve McConnell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 12:55:36 PM

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

My name is **Steve McConnell**
My email address is **stevenmcconnell@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Steve McConnell

From: [Morris Fuller](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 12:45:03 PM

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

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

The intersection of Ulloa Street and West Portal Avenue is dangerously designed and, with its numerous Muni stops and high number of people walking, biking, and taking public transit through the area, it should be closed to car traffic to make the area safe for people, especially children, seniors, and people with disabilities who often use walk and public transportation as well as visit the nearby library, playground, park, schools, and shops.

On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

Morris Fuller
morrisjfuller@gmail.com

Berkeley, California 94702

From: [Muriel Young](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 12:40:04 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Muriel Young
Email truffula7@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

I have been a resident of Wawona between Ulloa and Taraval for more than 45 years. Cars turning right on Taraval onto Wawona toward Ulloa for years. You do not know how many close calls we have experienced. This change will make conditions worst on Wawona.

From: [Gil Frishman](#)
To: mtaboard@sfmta.com
Cc: [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal changes
Date: Tuesday, April 23, 2024 12:39:30 PM

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

No, No, NO!

Your plan will destroy a quiet neighborhood that many of us rely on. It will destroy businesses and cause more accidents than ever.

Your rushing this very poorly thought-out plan is a travesty and a ridiculous overreaction to a tragic incident that was nothing more than one person behaving horribly.

Punishing small businesses, local residents, and regular visitors to West Portal is absolutely irresponsible.

Withdraw this idiocy.

Gil Frishman
Golden Gate Heights

From: [Christina Young](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 12:30:48 PM

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

My name is **Christina Young**
My email address is **azaria_sf@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Christina Young

From: [Joan Lynch](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 12:19:08 PM

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

My name is **Joan Lynch**
My email address is **jfl.821@earthlink.net**

strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Joan Lynch

From: [Monika Pietraszek](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 12:19:06 PM

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

My name is **Monika Pietraszek**
My email address is **mpietrasz11@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Monika Pietraszek

From: [Jane Cote"- Cook](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); mtaboard@sfmta.com; [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [SFOSB \(ECN\)](#)
Subject: STOP West Portal MTA Draft Plan!
Date: Tuesday, April 23, 2024 12:13:49 PM

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

For seven years, I lived near West Portal and enjoyed shopping and dining there. It is a vibrant retail corridor with mostly small business owners. These business owners struggled during the pandemic...some closed but most made it through by the skin of their teeth. They are merchants dedicated to their neighbors, and do not deserve to have their businesses disrupted by limiting the cars down West Portal.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Best,
Jane

Jane Coté-Cook
415-500-1610

From: [Alan Burradell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 12:04:56 PM

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

My name is **Alan Burradell**
My email address is **alanburradell@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Alan Burradell

From: [Winifred Follin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 12:02:21 PM

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

My name is **Winifred Follin**
My email address is **winkyf@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Winifred Follin

From: [Naomi Malig](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:58:49 AM

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

My name is **Naomi Malig**
My email address is **inahndbask3t@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Naomi Malig

From: [DeEtta Cobra](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:58:03 AM

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

My name is **DeEtta Cobra**

My email address is **mrs cobra@cobracreative.com**

As a frequent visitor with my family to West Portal and a driver, I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This is a REACTIONARY design by MTA that utilizes the hastily implemented "quick build" scenario without the evidence that it would even prevent the tragedy that is being used to push it through. None of these proposals would have prevented the tragedy. The time and funds would be better spent on implementing bollards near bus stops around the city, but instead it has become and another anti-car and anti-driving initiative.

Not only does this proposal lack evidence linking it to the recent car accident, the MTA hastily asserted the intersection's safety merely a week after the incident. The proposed road closure isn't even where the accident happened. Also, a "grand plaza" right where the MUNI trains travel through with live music wreaks of not actually thinking through a design. MUNI is loud and who wants to hang out next to the trains? It doesn't make sense that most of the proposal is decorative.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a **LOW HISTORY OF INJURY ACCIDENTS**, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating

with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
DeEtta Cobra

From: [Danielle Elu](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:55:36 AM

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

My name is **Danielle Elu**

My email address is **mongoose824@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Danielle Elu

From: [Sue Ellen Powell](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 11:55:01 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Sue Ellen Powell
Email sueellen@earthlink.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Charles Marshall](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:54:55 AM

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

My name is **Charles Marshall**
My email address is **charlie.sf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Charles Marshall

From: [Susan Reamy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:53:54 AM

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

My name is **Susan Reamy**
My email address is **skreamy@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Susan Reamy

From: [Susan Reamy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:53:48 AM

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

My name is **Susan Reamy**
My email address is **skreamy@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Susan Reamy

From: [marcia moir](mailto:marcia_moir)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:53:43 AM

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

My name is **marcia moir**

My email address is **marciamoir@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
marcia moir

From: [Cathy Cohn](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:53:43 AM

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

My name is **Cathy Cohn**
My email address is **cc66sf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cathy Cohn

From: [Russell Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:53:42 AM

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

My name is **Russell Wong**
My email address is **russwong@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Russell Wong

From: [Sean Birmingham](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:53:37 AM

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

My name is **Sean Birmingham**
My email address is **SeanBirmingham75@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sean Birmingham

From: [Stephen Malucchi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:41:40 AM

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

My name is **Stephen Malucchi**
My email address is **devostev0@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Stephen Malucchi

From: [Kathleen Malucchi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:35:05 AM

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

My name is **Kathleen Malucchi**
My email address is **kmalucchi@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kathleen Malucchi

From: [William Hart](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:35:05 AM

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

My name is **William Hart**
My email address is **billhsf@outlook.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
William Hart

From: [Farah Gowgani](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 11:31:09 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Farah Gowgani
Email fgowgani@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Sunny Li](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:26:25 AM

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

My name is **Sunny Li**
My email address is **operki01@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sunny Li

From: [Michael Mckay](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:25:35 AM

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

My name is **Michael Mckay**
My email address is **mckay1143@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Michael Mckay

From: [Gary Hoo](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:24:57 AM

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

My name is **Gary Hoo**
My email address is **ghoo@icloud.com**

Please do not move forward with the SFMTA draft plan at this time.

I have no doubt that those who favor the MTA draft plan see its benefits as incomparable to its costs. However, the haste with which this plan has been foisted on the community, and the extraordinarily limited amount of time AND limited avenues which we neighborhood residents have to comment on the plan, are unseemly at best.

It's difficult not to conclude that the haste is a knee-jerk response to the horrific accident in March. Of the publicly available information about that accident -- and there isn't much (it has been a long time since I heard any updates, too) -- nothing seems relevant to MTA's plan, aside from the simplistic idea of "let's get cars off one stretch of Ulloa".

Does anyone think an SUV barreling along at the apparent speed of the one in March could have complied with red-painted pavement or signage signifying, "No cars allowed"? You can't alter physics with signage.

SFMTA, Madame Mayor, and Supervisor Melgar, you are ramming this plan down our throats. Whatever its merits, you have not made enough of an effort to consider the objections of those who know the area best. Heck, I can see some good points to the plan, and I'm STILL antagonized by what strikes me as your bullheaded and ill-considered rush to make this happen.

I have tried to be respectful of you and your positions on this matter. I ask that you extend me and my neighbors the same consideration. Stop and listen to us - - REALLY listen to us. Don't pretend that a week of incensed arguing, producing more heat than light, is a substitute for genuine community input and genuine collaboration with that community.

Once again, please do not move forward with the SFMTA draft plan at this time.

Sincerely,
Gary Hoo

From: [Jun Ishimuro](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:24:31 AM

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

My name is **Jun Ishimuro**
My email address is **chamaret@igc.org**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jun Ishimuro

From: [Shelley Gottlieb](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:23:38 AM

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

My name is **Shelley Gottlieb**
My email address is **shelleywg@tahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Shelley Gottlieb

From: [Nancy Keane](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:22:47 AM

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

My name is **Nancy Keane**
My email address is **nkeane17@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This proposal is going to cause endless circling around the side streets looking for parking!

Sincerely,
Nancy Keane

From: [Bryce Nesbitt](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:22:41 AM

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

My name is **Bryce Nesbitt**

My email address is **bryce2@obviously.com**

Local business districts are key to the health of the City in so many ways.

I ask the MTA to develop a circulation plan for cars with a destination at West Portal, that lets drivers undertake a single parking sweep look seeking a parking spot, without traversing the area multiple times. This would be less confusing, and easier to enforce, compared to random turn restrictions.

Sincerely,
Bryce Nesbitt

From: [JeNeal Granieri](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 11:18:37 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent JeNeal Granieri
Email jenealann@att.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Diana Harris](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 11:18:29 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Diana Harris
Email dianabedigan@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Brenda Moore](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 11:12:41 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Brenda Moore
Email moore.brenda21@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Caitlin Connolly](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 11:12:29 AM

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Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Caitlin Connolly
Email connolly03@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

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From: [Cecelia Segurson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:11:04 AM

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

My name is **Cecelia Segurson**
My email address is **Cecelia114@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cecelia Segurson

From: [Nicole Patterson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 11:11:00 AM

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

My name is **Nicole Patterson**
My email address is **nicmpat@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Nicole Patterson

From: [Ian Leipper](#)
To: [Petitions OHCHR](#); [public.affairs.oig@oig.hhs.gov](#); [OIG.hotline@usdoj.gov](#); [public.affairs@fbi.gov](#); [askOCR@ojp.usdoj.gov](#); [san.francisco@ic.fbi.gov](#); [CHHSMail@chhs.ca.gov](#); [PIU@doj.ca.gov](#); [BOS@marincounty.org](#); [Marin Health and Human Services](#); [BHRSAccessPublic@marincounty.org](#); [jscardina@marinsheriff.org](#); [oes@marinsheriff.org](#); [pd-info@cityofmillvalley.org](#); [administration@marincourt.org](#); [IST-LCForms@marincounty.org](#); [grandjury@marincounty.org](#); [hr@marincourt.org](#); [cops@srpd.org](#); [CBS@acgov.org](#); [Stephanie.barnes2@acgov.org](#); [alcoda@acgov.org](#); [grandjury@acgov.org](#); [ocop@oaklandnet.com](#); [Board of Supervisors \(BOS\)](#); [District Attorney, \(DAT\)](#); [SFDA-Victim Services](#); [SFDA-ConsumerMediation](#); [SFPD Northern Station, \(POL\)](#); [marinpra](#)
Subject: Fwd: Dog Food Delivery - Ian A. Leipper - 04/23/2024
Date: Tuesday, April 23, 2024 11:09:48 AM

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

----- Forwarded message -----

From: **Ian Leipper** <ianleipper@gmail.com>
Date: Tue, Apr 23, 2024 at 11:08 AM
Subject: Dog Food Delivery - Ian A. Leipper - 04/23/2024
To: Annie Humphrey <ahumphrey@marinhumane.org>

Dear Ms. Humphrey,

I petition for your agency to provide I with a 3 month Taste of the Wild dog food and flea medication supply to my Hauke Park, Mill Valley, CA 94941 adjacent campsite, in accordance with my prior petition.

Respectfully,
-Ian A. Leipper

From: [Nancy Murphy](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: My opposition to the West Portal traffic plan
Date: Tuesday, April 23, 2024 11:09:17 AM

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

Dear Board:

I strongly oppose the MTA's draft plan to limit cars at the intersection of West Portal and Ulloa. I have lived and shopped in this neighborhood for 35+ years and raised three children here -- it is a very special and vibrant place. The proposal is a disingenuous attempt to use the recent tragic accident to rush through an ill-conceived proposal that will have lasting, adverse effects on resident and visitor access, area traffic, and our thriving, critical business community.

To Whom It May Concern:

Moreover, this proposal will not make West Portal safer. The MTA has offered no data to prove that the intersection has been the site of serious incidents. Merchants and neighbors have suggested more cost-effective options to manage traffic and increase safety overall. Diverting more traffic through neighboring residential streets is not among them. Traffic backups already occur regularly on Vicente, for example, increasingly resulting in drivers speeding through the lights on West Portal and Portola. Drivers also fail to follow the most basic traffic regulations laws, from double parking to stopping at stop signs on West Portal and the Dewey roundabout, to turning into crosswalks when pedestrians are present. None of these ongoing issues are addressed in any way by the proposal -- in fact it may make all of these worse.

It's particularly egregious that residents and merchants are not being given sufficient time to adequately review, discuss, and debate the proposal and other options. Please respect and listen to us. We are united in our love for the City and want to see San Francisco -- and all of us -- flourish.

Thank you for your consideration.

Sincerely,

Nancy Murphy

Nancy Richard Murphy

"You ask if I'm an optimist or a pessimist. I am an optimist who worries a lot."

--Madeleine Albright

From: [Dru Babcock](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 11:06:21 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Dru Babcock
Email dru.down66@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [laura larsen](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 11:03:49 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent laura larsen
Email lauraasund@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Jordan Parekh](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 11:00:36 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Jordan Parekh
Email jordan.agee@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Diane Dickson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:58:07 AM

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

My name is **Diane Dickson**
My email address is **jerseysanfran@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Diane Dickson

From: [Tia Bertoni](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:57:41 AM

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

My name is **Tia Bertoni**
My email address is **Polo1876@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tia Bertoni

From: [Emily Chiu](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 10:57:29 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Emily Chiu
Email emchiu01@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Tegan Kopilenko](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 10:57:06 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Tegan Kopilenko

Email tfirth@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Theodosia Matthews](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:56:19 AM

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

My name is **Theodosia Matthews**
My email address is **dosiafm@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Theodosia Matthews

From: [Bruce Engle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:56:18 AM

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

My name is **Bruce Engle**

My email address is **Bruce.Engle@outlook.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Bruce Engle

From: [Kevin McCollom](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 10:54:22 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Kevin McCollom

Email ktmccollom@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Jennifer Angelopoulos](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 10:51:26 AM

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Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Jennifer Angelopoulos
Email jangelopoulos@live.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Megan David](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 10:51:25 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Megan David

Email megankdavid@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [James Whelan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:48:45 AM

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

My name is **James Whelan**

My email address is **sharonemac@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
James Whelan

From: [Chris Mattews](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:48:42 AM

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

My name is **Chris Mattews**
My email address is **pacchris@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Chris Mattews

From: [ADRIANA TOROSIAN](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 10:48:34 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent ADRIANA TOROSIAN
Email adrianatorosian@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Sharon Whelan MacSweeney](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:48:32 AM

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

My name is **Sharon Whelan MacSweeney**
My email address is **sharonemac@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sharon Whelan MacSweeney

From: [Donal McSweeney](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:48:29 AM

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

My name is **Donal McSweeney**

My email address is **donal.macsweeney@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Donal McSweeney

From: [Jane Hussain](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:38:10 AM

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

My name is **Jane Hussain**
My email address is **jehussain@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident. **I do not live in San Francisco but visit West Portal several times a week. It is already difficult to park there and you will be discouraging/preventing patrons of the businesses there except for people who can walk to it. Why haven't you paid attention to the suggestions by merchants and neighborhood residents. San Francisco government is already making it difficult for businesses to stay there. Change how you think and help them instead!

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any

future alterations to West Portal traffic management.

Sincerely,
Jane Hussain

From: [Marina Barbagelata](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:32:47 AM

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

My name is **Marina Barbagelata**
My email address is **marinab@realestatesf.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Marina Barbagelata

From: [Robi Robinson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:30:43 AM

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

My name is **Robi Robinson**
My email address is **krobi3@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Robi Robinson

From: [Jason Grimm](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 10:27:16 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Jason Grimm
Email canasta_loonies_0n@icloud.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Yggoo Trup](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:21:00 AM

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

My name is **Yggoo Trup**
My email address is **itffyrzyx@yahoo.com**

Transit and Better Business advocate here. We are not going turn this disaster into another Valencia issue and ggp JFK closure.

This changes heavily reduce travel time on 48, 57 and 91 routes instead of making more simpler at West portal

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Yggoo Trup

From: [Judith Clarke](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:10:17 AM

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

My name is **Judith Clarke**

My email address is **judithclarke644@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Judith Clarke

From: [Doug Piercy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:10:16 AM

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

My name is **Doug Piercy**

My email address is **xmpprecision@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Doug Piercy

From: [Patrick Shanahan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:10:13 AM

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

My name is **Patrick Shanahan**
My email address is **pat.sf2017@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Patrick Shanahan

From: [Jeanne Marie S](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:10:05 AM

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

My name is **Jeanne Marie S**
My email address is **mrssanfrancisco26@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jeanne Marie S

From: [Margaret Garrou](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 10:02:53 AM

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

My name is **Margaret Garrou**
My email address is **mgarrou@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Margaret Garrou

From: [Robin Leiter](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:50:19 AM

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

My name is **Robin Leiter**
My email address is **rougerobin@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Robin Leiter

From: [Patricia Murphy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:46:08 AM

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

My name is **Patricia Murphy**
My email address is **mac4murph@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Patricia Murphy

From: [Priscilla Prunczik](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:44:41 AM

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

My name is **Priscilla Prunczik**
My email address is **bigisland1966@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Priscilla Prunczik

From: [Dean Paul](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:38:28 AM

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

My name is **Dean Paul**
My email address is **deanpaul@pacbell.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Dean Paul

From: [Jane Balmediano](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:38:18 AM

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

My name is **Jane Balmediano**
My email address is **jane.balmediano@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jane Balmediano

From: [Dena Aslanian-Williams](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:38:16 AM

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

My name is **Dena Aslanian-Williams**
My email address is **denawilliams@msn.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Dena Aslanian-Williams

From: [Jocelyn Carter](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 9:34:27 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Jocelyn Carter
Email jscmamacita@hotmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Patrick Kroboth](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:27:32 AM

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

My name is **Patrick Kroboth**
My email address is **pkroboth@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Patrick Kroboth

From: [Constance Halog](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:20:46 AM

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

My name is **Constance Halog**
My email address is **halog@sinic.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like another opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, commuters, deliveries and building construction and repair worker. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

If this goes into effect, I will personally not be shopping or dining in West Portal, and my glass company will not be able to service clients at that location.

Sincerely,
Constance Halog

From: [Kevin Martin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:20:06 AM

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

My name is **Kevin Martin**

My email address is **kevmartin23@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kevin Martin

From: [David Driver](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 9:15:28 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent David Driver
Email davidrandolphdriver@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Lefteris Eleftheriou](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:12:52 AM

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

My name is **Lefteris Eleftheriou**
My email address is **lefteri28@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lefteris Eleftheriou

From: [EDWARD KINNEY](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 9:12:48 AM

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

My name is **EDWARD KINNEY**
My email address is **ekinney400@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
EDWARD KINNEY

From: [Rachel Rehmet](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 9:12:33 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Rachel Rehmet

Email rachelrehmet@yahoo.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection.

Handicap people may not be able to go there in the future. Already, there's a lot less parking. A handicap person I know goes to Pacifica because there's parking instead of West Portal.

I have to alight my handicap, mother, and drive around to find parking and then come back. If you take away the access to drive on the first block, my mother will never be able to go to Franco's again. When we go, sometimes we're the only, or one of the handful of people that are there. If we can't go, that's lost income for Franco's.

There's been people who've been working eight years on the area. Why don't you incorporate what they suggest, take a vote with the neighborhood, do a trial period. If it doesn't work make tweaks. If it does work, implement it, but don't do rash decision-making without considering all the factors.

Thank you.
Rachel Rehmet

From: [Douglas Flinn](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 9:09:28 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Douglas Flinn

Email doug_flinn@yahoo.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Cynthia Pelini](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:58:08 AM

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

My name is **Cynthia Pelini**
My email address is **cpelini@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cynthia Pelini

From: [Maura Mana](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:57:37 AM

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

My name is **Maura Mana**

My email address is **mauramana@outlook.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Maura Mana

From: [George Nauyok](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 8:56:49 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent George Nauyok
Email gnsanfrancisco@hotmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Carole Herron](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 8:51:26 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Carole Herron

Email itscherron@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Megan Golinveaux](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 8:50:09 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Megan Golinveaux

Email mgolinveaux@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Barbara Benjamin](#)
To: [Breed, Mayor London \(MYR\)](#)
Cc: [Board of Supervisors \(BOS\)](#); jeffrey.tumlin@sfmta.org
Subject: West Portal
Date: Tuesday, April 23, 2024 8:41:59 AM
Attachments: [West Portal Breed letter Apr 2024.docx](#)

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

Please see attached.

Barbara Benjamin
712 Grand View Ave, San Francisco, CA 94114

From: [Zach Georgopoulos](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 8:34:20 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Zach Georgopoulos
Email zachgeo@mindspring.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Patricia Veitch](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:25:50 AM

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

My name is **Patricia Veitch**
My email address is **pat.veitch@ucsf.edu**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Patricia Veitch

From: [Maria Spiegel](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:25:46 AM

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

My name is **Maria Spiegel**
My email address is **loukoume@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Maria Spiegel

From: [Jun I. klangwerk](mailto:Jun.I.klangwerk)
To: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Subject: West Portal Ulloa intersection
Date: Tuesday, April 23, 2024 8:20:09 AM

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

Mr. Jeffrey Tumlin

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic."

Jun Ishimuro

A concerned San Francisco resident

From: [Meghan Fritz](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 8:11:44 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Meghan Fritz
Email megfritz@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Thank you,
Meghan Fritz

From: [Lisa Tong](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 8:11:42 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Lisa Tong
Email lisa.tam@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Jean Kind](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:10:29 AM

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

My name is **Jean Kind**
My email address is **sfmomdog@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jean Kind

From: [ANNE WONG](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 8:01:18 AM

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

My name is **ANNE WONG**
My email address is **athwong2002@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
ANNE WONG

From: [Alex Spence](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 8:01:14 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Alex Spence
Email alexanderladd@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

If you want my future vote and support please do not take this drastic action without first providing adequate time and ability for the community to provide feedback.

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this

intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Stefanie Schneider](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 7:55:27 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Stefanie Schneider
Email schneideragain@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Michelle Saadeh](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:40:30 AM

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

My name is **Michelle Saadeh**
My email address is **meichel_1984@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Michelle Saadeh

From: [Tracy Murray](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:36:52 AM

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

My name is **Tracy Murray**
My email address is **Murray.tracy@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Tracy Murray

From: [Mark Murray](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:36:07 AM

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

My name is **Mark Murray**
My email address is **markmurray@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Mark Murray

From: [Julie JONES](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 7:33:38 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Julie JONES
Email jjsanfran@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Lisa Riddle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:32:53 AM

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

My name is **Lisa Riddle**
My email address is **lfriddle@mac.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lisa Riddle

From: [Jim Bowlby](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 7:27:25 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Jim Bowlby
Email jbowlby00@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

Living in the neighborhood across Portola, I visit West Portal all the time, and am at the library branch there at least once per week. As someone who regularly drives through the intersection in front of the MUNI station (and who drops people off there), I have never seen dangerous driving at this intersection. Quite the contrary, because of the trains, I find the vast majority of drivers to be extra cautious! I was actually in the area the same afternoon as the horrible crash.

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been

seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10-day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

As a progressive Democrat, I have been especially disappointed at how our city is being run, and my tax dollars wasted in recent years. Please listen to your constituents and do the right thing rather than rushing through this ill-advised plan.

From: [Stephanie Halvorson](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Save West Portal!
Date: Tuesday, April 23, 2024 7:23:25 AM

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

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

***Sincerely,
Stephanie Halvorson
SF Resident***

From: [Jana Klein](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:21:19 AM

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

My name is **Jana Klein**

My email address is **janakleinjanaklein@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jana Klein

From: [Ruben Rathje](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 7:12:39 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Ruben Rathje

Email rubenrathje@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Bridget Oboyle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:11:07 AM

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

My name is **Bridget Oboyle**
My email address is **aahillbiz@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bridget Oboyle

From: [Mitchell Smith](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 7:10:43 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Mitchell Smith

Email htimsm1@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Kimi Katsuyoshi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:07:24 AM

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

My name is **Kimi Katsuyoshi**
My email address is **knishi222@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kimi Katsuyoshi

From: [Christina Lyon](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 7:07:14 AM

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

My name is **Christina Lyon**

My email address is **saber.christina@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Christina Lyon

From: [Erin O'Brien](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 6:57:27 AM

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

My name is **Erin O'Brien**
My email address is **eobrien82@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Erin O'Brien

From: [Nyree Morris](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 6:51:37 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Nyree Morris
Email nyrees114@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Susan Lawless](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Proposal to close some streets on West Portal Avenue
Date: Tuesday, April 23, 2024 6:51:02 AM

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

I am writing to beg you to leave West Portal as it is.
Do not use one horrible tragedy to cause you to lose
sight of the fact that there are few accidents here.

I have lived in West Portal Avenue for a long time.
I feel safe here.

Yours truly,
Susan H Lawless

From: [Gable Scott](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 6:41:44 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Gable Scott
Email scott.tk.gable@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Gail O'Connor](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 6:38:49 AM

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

My name is **Gail O'Connor**
My email address is **gailmacd@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gail O'Connor

From: [Gina LoBuglio](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 5:23:10 AM

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

My name is **Gina LoBuglio**
My email address is **lobuglio.gina@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gina LoBuglio

From: [Roberta Yusba](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 4:09:24 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Roberta Yusba
Email ryusba@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [John Moran](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 3:29:23 AM

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

My name is **John Moran**
My email address is **jcm359@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
John Moran

From: [Mary Costello](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 3:09:21 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Mary Costello
Email mwcostello5@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Peter Lee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:53:45 AM

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

My name is **Peter Lee**

My email address is **peterboothlee@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Peter Lee

From: [Holly Freise](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 2:24:48 AM

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

My name is **Holly Freise**
My email address is **hfreise@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Holly Freise

From: [Michael Dorf](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 1:12:59 AM

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

My name is **Michael Dorf**

My email address is **michael_dorf@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Michael Dorf

From: [marty](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Date: Tuesday, April 23, 2024 12:16:55 AM

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

Good Evening:

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

This is another example of San Francisco’s lack of common sense leadership. You are using a tragic accident to further a political agenda that does not conform to the will of the citizens of San Francisco. The positions that Mayor Breed and Supervisor Melgar have taken regarding small businesses in The City, the elderly population, people who drive cars is deplorable. The MTA has become infected with social liberals who are sure everything will be fine if only everybody conforms to their vision of “Utopia.”

The most disgusting thing regarding this recent proposal is the Mayor and Supervisor’s efforts to capitaliize on the deaths of a family of three. You should should be ashamed of yourself. We need to vote out reckless and irresponsible politicians.

Sincerely,

Marty Murphy

From: [Roberta Economidis](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 12:13:01 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Roberta Economidis

Email reconomidis@yahoo.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Kathy Solis](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Tuesday, April 23, 2024 12:02:56 AM

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

My name is **Kathy Solis**
My email address is **solisr3@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kathy Solis

From: [Peter Mandell](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Tuesday, April 23, 2024 12:02:23 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Peter Mandell
Email petermandell25@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Robin Hubinsky](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:41:45 PM

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

My name is **Robin Hubinsky**
My email address is **rhubinsky@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Robin Hubinsky

From: [Patrick Carroll](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 11:39:13 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Patrick Carroll
Email pchas@comcast.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Kendall Heaney](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:39:10 PM

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

My name is **Kendall Heaney**
My email address is **kendallheaney@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kendall Heaney

From: [Lisa DeMattei](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:32:14 PM

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

My name is **Lisa DeMattei**
My email address is **lisa.demattei@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lisa DeMattei

From: [Ailish Mcveigh](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:32:14 PM

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

My name is **Ailish Mcveigh**
My email address is **ailish.mcveigh@ucsf.edu**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ailish Mcveigh

From: [Anne Berry](#)
To: info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Subject: Please don't put Another Commercial District at Risk!!
Date: Monday, April 22, 2024 11:31:58 PM

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

We feel lucky to live near one of the few remaining vibrant commercial districts in the city. We live on Wawona and walk to the library and playground at West Portal and to the merchants on West Portal regularly. We are theoretically beneficiaries of the new traffic safety plan. We walk, not drive, to establishments on West Portal. We don't park our car on the street and don't have a permit for street parking. We use Muni to go downtown and like a faster train throughput.

But if the West Portal merchants are vehemently opposed to your traffic plan for West Portal and Ulloa, then so are we. The vibrancy of the neighborhood relies on the vibrancy of West Portal merchants. Please don't jeopardize more business closures in SF! Listen to the merchants!!! They know their customers!! Boarded up businesses are a virus. I don't want a "safer" walk down an emptying street. We regularly choose to pay more to support the local businesses vs. ecommerce because the community AND CONVENIENCE is important. Don't make it harder for people who can't walk to West Portal to make the same choice. Then the community and convenience goes away for us all in Sunset/West Portal/Parkside/Ingleside.

Don't let the politics of a tragic accident drive bad policy that will cast a long shadow.

Don't flick the domino.

Anne Berry and Paul Schrage
340 Wawona

From: [Heather Baria](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:26:48 PM

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

My name is **Heather Baria**

My email address is **heatherbaria@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Heather Baria

From: [Chelsea Bucoy](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 11:02:06 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Chelsea Bucoy
Email cmbucoy@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Elizabeth Ridley](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:00:21 PM

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

My name is **Elizabeth Ridley**
My email address is **liz.c.ridley@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Elizabeth Ridley

From: [Todd Hurley](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:54:28 PM

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

My name is **Todd Hurley**
My email address is **toddy03@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Todd Hurley

From: [EBERT KAN](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:54:22 PM

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

My name is **EBERT KAN**
My email address is **Nomad627@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
EBERT KAN

From: [Stephen Martin-Pinto](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:54:12 PM

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

My name is **Stephen Martin-Pinto**
My email address is **stephen@stephenmartinpinto.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Stephen Martin-Pinto

From: [Tomas M Roman](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:52:12 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Tomas M Roman
Email tomasroman@hotmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [John](#)
To: [MelgarStaff \(BOS\)](#)
Subject: West Portal Plans Rammed Through - opposed
Date: Monday, April 22, 2024 10:49:18 PM

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

I object to the MTA's recent draft plan to restrict car access at the intersection of West Portal and Ulloa, as there is no meaningful dialogue with the West side neighborhoods or discussion on how change could be implemented. This initiative is a complete knee-jerk reaction related to the recent tragic car accident at this location.

It does appear an opportunistic political low-brow move, exploiting a recent tragedy for political aims, influenced by advocacy groups that are neither familiar with nor connected to our community.

Local merchants and neighbors have consistently suggested smarter, more cost-effective solutions for managing traffic, yet these proposals have been consistently overlooked. The proposed restrictions will only increase traffic congestion, harm local businesses, and adversely affect the lives of many, including the elderly, families, those with disabilities, and daily commuters who rely on vehicle access.

The MTA has even acknowledged that this intersection is not known for frequent traffic injuries. Instead of imposing unnecessary changes, the MTA should focus on enhancing traffic flow through collaboration with local stakeholders and allocate funds to areas with genuine safety concerns.

The lack of stakeholder engagement in this process and the short 10-day window given to residents for feedback is a disgusting political move. No changes should proceed until the completion of the L Taraval project, which will likely alter traffic patterns significantly. This plan should be withdrawn entirely, and any future changes should involve direct input from both residents and businesses in the neighboring area.

This will influence votes in the upcoming election if residents are not heard.

Regards
John

From: [Stephen Martin-Pinto](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:48:51 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Stephen Martin-Pinto
Email stephen@stephenmartinpinto.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Linda Ravano](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:47:22 PM

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

My name is **Linda Ravano**
My email address is **lravano@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Vote for a mayor that does not take away parking and cars . Mayor Breed shut down jfk drive and the great highway . If she takes west portal vote for someone else who is not in the pocket of the bicycle coalition

Sincerely,
Linda Ravano

From: [Wendy Rothenberg](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:34:36 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Wendy Rothenberg

Email wendyr18@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Rose Sullivan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:24:33 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Rose Sullivan

Email rosesull@yahoo.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

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From: [John Pommon](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:21:28 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent John Pommon
Email john@antiquevideo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [John Brana](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:21:22 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent John Brana
Email johnsbrana@hotmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Sheila Fonseca](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:18:21 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Sheila Fonseca
Email sheilafonseca7@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [John Porter](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:15:23 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent John Porter
Email john.francis.porter@protonmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Toni Edelman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:11:06 PM

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

My name is **Toni Edelman**

My email address is **antoniaedelman@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Toni Edelman

From: [David Cuadro](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:10:44 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent David Cuadro
Email david.s.cuadro@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Richard Chan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:10:25 PM

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

My name is **Richard Chan**
My email address is **rschan@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Richard Chan

From: pamelarupright@gmail.com
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal MTA plan
Date: Monday, April 22, 2024 10:09:44 PM

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

As a longtime (25 years) resident of the West Portal area, and frequent patron of the businesses on West Portal, I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Pamela Rupright

Sent from my iPhone

From: [Leslie Edelman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:08:43 PM

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

My name is **Leslie Edelman**
My email address is **leslie@majorp.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Leslie Edelman

From: [Naomi Muscatine](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:07:53 PM

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

My name is **Naomi Muscatine**
My email address is **nmuscatine@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.co

Sincerely,
Naomi Muscatine

From: [mac macaraig](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:07:50 PM

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

My name is **mac macaraig**

My email address is **drivewest66@outlook.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
mac macaraig

From: [Firas Bukhari](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:06:18 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Firas Bukhari

Email firasbukhari@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Nicole Cuadro](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:03:25 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Nicole Cuadro
Email nherrera0606@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Emily Boschetto](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:01:40 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Emily Boschetto
Email emily@matildasbloombox.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Kathleen Laipply](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:59:34 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Kathleen Laipply
Email kathleennallen@hotmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Lawrence Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:45:21 PM

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

My name is **Lawrence Wong**
My email address is **petlarw@mindspring.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan is a blatantly opportunistic move, which capitalizes on a recent tragedy for political gain and is driven by advocacy groups who are disconnected from our neighborhood's realities. Despite other more sensible traffic calming suggestions from local merchants and residents, these alternatives have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience local residents who rely on cars and include the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with supporting quick approval of their half-baked plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of community involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L-Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, and local residents and businesses should be directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lawrence Wong

From: [Cornell Lee](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:44:27 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Cornell Lee
Email corny1215@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Kyle Woodward](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Support the West Portal transit safety project
Date: Monday, April 22, 2024 9:44:10 PM

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

Hi,

I strongly **SUPPORT** the MTA draft plan to limit cars on the West Portal and Ulloa intersection. Although others claim that this proposal is irrelevant to the recent tragedy at the West Portal bus stop, the transit safety issues in the neighborhood are systemic and should be treated as such.

Please do not allow a small group of vocal blowhards to kill this significant improvement to the safety of that nightmare of an intersection. Absolutely none of their counterarguments have any logical basis or moral validity: the plan is a nice compromise to maintain access regularizing traffic patterns while not removing any street parking. I cannot comprehend why the merchants' association supports killing paying customers.

As someone who walks, bikes, drives, and takes transit through the neighborhood, alone and with my young kids, I wholeheartedly support SFMTA's plan to improve transit safety on those blocks and eagerly anticipate the subsequent beautification projects.

Cheers,
Kyle Woodward
2155 12th Avenue
Parent, 4yo and 8yo
Member SF Bike Coalition

From: [zrants](#)
To: [Breed, Mayor London \(MYR\)](#)
Cc: [MelgarStaff \(BOS\); Tumlin, Jeffrey \(MTA\)](#)
Subject: re: oppose the SFMTA West Portal Plan
Date: Monday, April 22, 2024 9:43:12 PM

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

April 22, 2024

Mayor Breed, Supervisor Melgar, and Jeffery Tumlin, and others:

"I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

On a personal note, I used to visit banks, a shoe store, and a couple of restaurants, a movie theatre and bar on West Portal. It was one of the easiest neighborhoods to access, park and conduct business. As you know the movie theatre closed a while ago. The shop with the shoes has gone and so have banks, so I rarely go there now, although there is a really fun Mexican restaurant I like, or was still open the last time I checked.

If someone wants to kill off another commercial street to make tearing down the buildings easier you might want to wait until the economy makes rebuilding a reasonable enterprise again. If you kill off the neighborhood businesses now you will eliminate what you have left of commercial taxes. Not a smart move in today's economy.

I hope you will reconsider making changes on West Portal without the blessing of the business community.

Sincerely,

Mari Eliza, Concerned San Francisco Citizen

From: [Gavin Garzee](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:40:35 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Gavin Garzee
Email gavingarzee@comcast.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

We still don't know the cause of the accident. And redesigning the street will not stop at 70 mile an hour moving car please hire more police officers and enforce traffic laws. Write more tickets.

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this

intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Ruth Parker](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:40:13 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Ruth Parker
Email rsparker@mail.sfsu.edu
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Betty Dong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:38:43 PM

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

My name is **Betty Dong**
My email address is **dong.betty2@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Betty Dong

From: [Ruth Sylvia Parker](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal
Date: Monday, April 22, 2024 9:34:22 PM

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

I live near West Portal and walk and drive there several times each week. The West Portal Library is my second home. You will destroy West Portal with these proposed changes as you have already destroyed downtown SF. Please refrain from moving forward with these changes.

From: [Mercedes Hoglund](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:20:29 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Mercedes Hoglund
Email mercedeskhoglund@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Elfrieda O'Neill](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:16:43 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Elfrieda O'Neill
Email elf_langemann@hotmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

You are here to serve your constituents - not to dictate to them. I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward

actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10-day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

I trust you will heed the will of the people and not push this ill-considered plan through just to gain publicity and political points.

From: [Thomas Dillon](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:14:48 PM

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

My name is **Thomas Dillon**
My email address is **tomdesq@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Thomas Dillon

From: [Jacqueline Chan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:14:48 PM

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

My name is **Jacqueline Chan**
My email address is **ih_jc@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jacqueline Chan

From: [Ann Baglin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:04:48 PM

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

My name is **Ann Baglin**

My email address is **dancingbags@earthlink.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ann Baglin

From: [Jason Suchecki](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:04:20 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Jason Suchecki
Email jaysuch1@icloud.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Casey Handy](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:03:05 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Casey Handy

Email caseyhandysf@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [NICOLE MARTIN](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:54:01 PM

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

My name is **NICOLE MARTIN**

My email address is **NICOLERMARTIN@YAHOO.COM**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
NICOLE MARTIN

From: [Reina Hugh](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:53:59 PM

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

My name is **Reina Hugh**
My email address is **reina1029@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Reina Hugh

From: [Carol Clark](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:46:30 PM

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

My name is **Carol Clark**

My email address is **carolkellyclark@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Carol Clark

From: [Cella Mitchell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:46:19 PM

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

My name is **Cella Mitchell**
My email address is **cmtchll@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Cella Mitchell

From: [Laura Fagan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 8:45:16 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Laura Fagan
Email laurajofagan@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Nevena Vujic](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 8:42:23 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Nevena Vujic
Email nevena2009@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Carolyn Selig](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 8:36:26 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Carolyn Selig
Email carolyn.selig@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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My son and I entered the terrible crime scene on March 16th coming off muni from the st Patrick's day parade. The murder of the family of four would not be stopped by these changes and instead you should be considering a three way traffic light. You would kill small business and the very fabric of west portal.

Carolyn Selig
305 Juanita Way
D7

From: [Elizabeth Kelber](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 8:33:20 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Elizabeth Kelber
Email ekelber@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Danielle Jones](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 8:30:25 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Danielle Jones
Email dbisho333@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Eileen Godsey](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 8:26:07 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Eileen Godsey
Email eileenmcinerney@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Irene Minabe](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:25:36 PM

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

My name is **Irene Minabe**
My email address is **iminabe@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Irene Minabe

From: [Philomena de Andrade](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:24:53 PM

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

My name is **Philomena de Andrade**
My email address is **phil.deandrade@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Philomena de Andrade

From: [Giovanni Succi](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 8:15:35 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Giovanni Succi
Email gsucci@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Donna Kempner](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal Traffic Issues and Changes
Date: Monday, April 22, 2024 4:16:30 PM

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

Date: Mon, 22 Apr 2024 16:12:15 -0700
Subject: West Portal Traffic Issues and Changes

To you all,

I have been a homeowner in Monterey Heights for 29 years. What happened in front of the West Portal Library was a terrible, terrible thing, devastating really.

That said, the public still does not know what happened to make the driver do something so terrible. Likely she lost control of her car. **THIS COULD HAPPEN ANYWHERE AND AT ANYTIME.**

This is also the first time in 29 years of living in this neighborhood and doing a lot of my business in West Portal, that anything of this magnitude has happened.

What to do: There could be a little traffic calming around Ulloa and the entrance to the West Portal Muni. Better signage, maybe one of those crosswalks with blinking lights on either side of the tunnel entrance.

As for doing anything on West Portal Ave....you have already screwed up Valencia Street and affected so many businesses, parking and so on. I liked to go and spend my money there, eating and shopping - headache now.

IT IS TIME FOR THOSE PARKLETS TO GO AWAY ON WEST PORTAL AVE.
Seriously, they have taken away too much parking. Cars and delivery trucks are double parking next to them - talk about problem situations - this is bad.

Yes, I drive to West Portal from my house and usually I have no fewer than 3 errands and usually 4-5 errands.

I appreciate the effort and thought going into reviewing this situation, but screwing up West Portal Ave. and the livelihoods of so many businesses and paying customers is a bad idea.

Respectfully,
Donna Kempner
196 Yerba Buena Ave.
S.F., CA. 94127

From: [Marlene Kramer](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 4:15:42 PM

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

My name is **Marlene Kramer**

My email address is **marlenekramer@sbglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taravel project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Marlene Kramer

From: [Angela Kuo](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 4:15:40 PM

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

My name is **Angela Kuo**
My email address is **angeladkuo@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Angela Kuo

From: [Meg Buckwalter](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 4:15:37 PM

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

My name is **Meg Buckwalter**

My email address is **calcium-faces0x@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Meg Buckwalter

From: [Annie Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 4:15:32 PM

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

My name is **Annie Wong**
My email address is **awonglee@pacbell.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Annie Wong

From: [Dennis Minnick](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 4:04:32 PM

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

My name is **Dennis Minnick**
My email address is **video1@mac.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Dennis Minnick

From: [Paula Katz](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 3:47:11 PM

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

My name is **Paula Katz**
My email address is **paulagiants@gmail.com**

I got to West Portal often, sometimes on the L (Taraval) bus, and sometimes by car.

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

And no changes should be made at West Portal until the completion of the construction on Taraval Street later this year, the return of the L Taraval LRVs, and an analysis of new traffic patterns that will evolve after the L Taraval returns.

This West Portal plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project,

allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Paula Katz

From: [Stacey Hunter](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 3:40:28 PM

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

My name is **Stacey Hunter**
My email address is **SFvalkyrie@cs.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Stacey Hunter

From: [Monika Pietraszek](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 3:40:28 PM

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

My name is **Monika Pietraszek**
My email address is **mpietrasz11@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Monika Pietraszek

From: [richard.brandi](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 3:29:04 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent richard.brandi
Email rbrandi@earthlink.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [sharon](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal
Date: Monday, April 22, 2024 3:28:23 PM

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

Dear Board Members,

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

Regards, Sharon Epprecht

From: [Thomas Stone](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 3:24:33 PM

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

My name is **Thomas Stone**
My email address is **tstone94131@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Thomas Stone

From: [Larry Beckerman](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Whoa. Hold your horses.
Date: Monday, April 22, 2024 3:12:48 PM

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

"I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic."

Larry Beckerman

From: [Lindsay Braunig](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 3:08:42 PM

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

My name is **Lindsay Braunig**
My email address is **ltbraunig@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection.

This plan seems like an opportunistic move, capitalizing on a recent tragedy that had nothing to do the traffic patterns under review, and disregarding the views of the people who live and work in West Portal.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Furthermore, this proposal would divert traffic to residential streets and increase traffic congestion.

Finally, a much easier and more direct way to increase pedestrian safety in the West Portal neighborhood -- especially for children going to West Portal Elementary or to the library -- would be to add a 4-way stop on Ulloa at either Madrone or Wawona. Currently, it is actually safest for kids to cross at West Portal Avenue because of the lack of 4-way stops on Ulloa between 14th Ave. and West Portal Ave. While this would delay MUNI by a few extra seconds, this seems like an easy tradeoff for the safety of our children.

Sincerely,
Lindsay Braunig

From: loritooker@me.com
To: mtaboard@sfmta.com
Subject: West Portal MTA plan
Date: Monday, April 22, 2024 3:07:39 PM

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

Hello,

I strong oppose the MTA draft plan for limiting cars on West Portal at Ulloa following the tragic accident. Faulty design of the intersection has not been determined as cause. This intersection has never been a problem before. The intersection was not the reason the driver drove 60 miles an hour on the wrong side of the road.

This is an over reaction to forward Sup. Melgar's agenda of "no cars on West Portal at all".

Our poor businesses are suffering, trying to come back from the damaging lockdown; now this will hurt them further.

This plan needs to be thought out; you cannot give 10 days for comment. The West Portal business association has been asking for general improvements to West Portal streets for years and now they get hijacked with this ill-thought out and unvetted plan.

We have to get our neighbor's approval to put up a deck in our backyards; why would something as important as this be rammed through at the last minute?

This is cynically political and it is predatory. I will remember this at election time. You need to back off and do this the right way.

Lori Tooker
Golden Gate Heights

From: [Nina Steinman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 3:07:18 PM

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

My name is **Nina Steinman**
My email address is **ninasteinman@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Nina Steinman

From: [Susan Larramendy](#)
To: mtaboard@sfmta.com; [Breed, Mayor London \(MYR\)](#); info@sfcta.org; sfosh@sfgov.org; [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: news@goldengateheights.org
Subject: Concerns in West Portal
Date: Monday, April 22, 2024 3:07:08 PM

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

Sent from my iPhone

Begin forwarded message:

From: Susan Larramendy <slarramendy@comcast.net>
Date: April 22, 2024 at 1:46:42 PM PDT
To: "MelgarStaff (BOS)" <melgarstaff@sfgov.org>
Cc: Don Larramendy <dlarrame@comcast.net>
Subject: Re: West Portal Concerns

Because this plan was developed with little to no input from neighbors, the West Portal business community, West Portal School and parent community and no regard for impact on surrounding streets, I suggest you go back to the drawing board, wait for the interminable "L" line upgrades to be completed, hold public hearings and convene a committee of neighbors, business owners and school community to design a plan that meets everyone's needs.

This is a knee-jerk response to a tragic accident that would not have been prevented by this horrible plan.

Susan Larramendy
16th Ave.

Sent from my iPhone

On Apr 22, 2024, at 12:23 PM, MelgarStaff (BOS) <melgarstaff@sfgov.org> wrote:

Thank you for sharing your concern for street safety and transit in West Portal. For decades, the intersection of Ulloa and West Portal Avenue has been crowded, confusing, and conflicted. Home to multiple bus lines, transit lines, thousands of daily transit rides, cars, strollers, and more all competing for limited space without much direction or order.

On April 18, Supervisor Melgar and Mayor Breed proposed changes to the streets surrounding West Portal station to make it safer for people traveling in all modes *without taking away any parking spots, nor restricting cars on West Portal*. This proposed design would create additional pedestrian space outside the station, encourage cars to visit West Portal Avenue instead of drive through it, and create clear delineation between space for transit and space for private vehicles.

It will also add beautification and placemaking to the area, including murals, planters, art, and landscaping. These efforts will transform West Portal Station into a premier public space for all San Franciscans to enjoy in stillness or in transit. You can see the full proposed project [here](#).

This proposal is not final. We need your input! The SFMTA has launched a [survey](#) to get feedback on how to improve the proposal. We will also be hosting pop-ups and community meetings to hear directly from the West Portal community.

We look forward to hearing your feedback and iterating the proposal based on this input.

If you would like to stay up to date as this project progresses, please sign up for our newsletter [here](#).

From: [Seth Socolow](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal Plan
Date: Monday, April 22, 2024 3:06:04 PM

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

Mayor Breed, President of the Board of Supervisors Peskin, Supervisor Melgar, and San Francisco Board of Supervisors,

I am a 20+ year resident of Golden Gate Heights and 25+ year resident of San Francisco. West Portal Ave is my "village within the City of San Francisco" where I conduct all my essential personal business, banking, hardware store, dry cleaning, pharmacy, as well as frequently eating at the multiple restaurants in the neighborhood.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Best regards,
Seth Socolow

From: [fogtownsf1](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: KEEP WEST PORTAL OPEN
Date: Monday, April 22, 2024 3:04:03 PM

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

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.”

susan wilpitz
1747 17th avenue
san francisco, ca 94122

From: [Linda Barnard](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 2:54:56 PM

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

My name is **Linda Barnard**
My email address is **lindab_25@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Linda Barnard

From: [Brenda Drake](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 2:54:48 PM

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

My name is **Brenda Drake**
My email address is **brendajdrake@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Brenda Drake

From: [Debra Levin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 2:54:45 PM

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

My name is **Debra Levin**

My email address is **debralynnlevin@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Debra Levin

From: [Gloria Villarreal](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 2:44:18 PM

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

My name is **Gloria Villarreal**
My email address is **gloriavillarreal@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gloria Villarreal

From: [John Lee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 2:29:29 PM

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

My name is **John Lee**

My email address is **smartlee@pacbell.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
John Lee

From: [Niharika Bandi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 2:24:19 PM

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

My name is **Niharika Bandi**
My email address is **specialmole@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Niharika Bandi

From: [Jackie Riordan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal doesn't need to be changed! Its the completely wrong response!
Date: Monday, April 22, 2024 2:20:07 PM

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

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Patrick Michaels](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Do not change West Portal
Date: Monday, April 22, 2024 2:19:55 PM

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I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

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From: [Patrick Michaels](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Unnecessary changes to West Portal!
Date: Monday, April 22, 2024 2:19:02 PM

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

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

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From: [Sean Riordan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Proposed traffic changes to West Portal - NOT NEEDED! WILL HURT WEST PORTAL!
Date: Monday, April 22, 2024 2:19:00 PM

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

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

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From: [Sean Riordan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Proposed changes in West Portal
Date: Monday, April 22, 2024 2:17:55 PM

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

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

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From: [Sean Riordan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Proposal for West Portal
Date: Monday, April 22, 2024 2:17:07 PM

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I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

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Sean Riordan

From: [Sean Riordan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: No changes in West Portal!!!!
Date: Monday, April 22, 2024 2:15:52 PM

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

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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Sean Riordan
Riordan Consulting, LLC
Office: 415-469-7469
Email: sean@riordanconsulting.com

"Because your technology should simply work!"

From: [Laura Van Zandt](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 2:12:54 PM

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

My name is **Laura Van Zandt**
My email address is **laura@vzfamilylaw.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Laura Van Zandt

From: [Noam Cohen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 2:09:02 PM

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

My name is **Noam Cohen**
My email address is **noams@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Noam Cohen

From: [Jane Fujimoto](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 2:01:33 PM

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

My name is **Jane Fujimoto**
My email address is **doki.chan888@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jane Fujimoto

From: [Kate Kimberlin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:52:43 PM

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

My name is **Kate Kimberlin**
My email address is **kgrabel@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. As a resident of West Portal and parent of two students at local West Portal Elementary, I would also strongly encourage more collaboration with our community about potential impacts to school drop off.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kate Kimberlin

From: [Jane Galerkina](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:45:13 PM

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

My name is **Jane Galerkina**
My email address is **j_galerkina@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jane Galerkina

From: [Winfield LaFontaine](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:44:23 PM

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

My name is **Winfield LaFontaine**
My email address is **winla@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Winfield LaFontaine

From: [Marshall Terpstra](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:38:44 PM

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

My name is **Marshall Terpstra**
My email address is **mjterps@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Marshall Terpstra

From: [Brenda Morales](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:38:42 PM

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

My name is **Brenda Morales**
My email address is **nicachica74@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Brenda Morales

From: [Marilyn Flynn](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 1:32:51 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Marilyn Flynn
Email lynn.flynn@realestatesf.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Susan Reilly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:26:55 PM

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

My name is **Susan Reilly**
My email address is **sue@reillyjohnson.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Susan Reilly

From: [Cynthia Smith](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:26:52 PM

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

My name is **Cynthia Smith**
My email address is **Swimminghorse@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cynthia Smith

From: [Chris \[Christine\]](#)
To: [Tumlin, Jeffrey \(MTA\)](#); [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: NO to MTA draft plan re: West Portal
Date: Monday, April 22, 2024 1:21:12 PM

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

Hello, everyone;

I oppose the MTA draft plan to limit cars at the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released; but MTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever seriously been considered. This proposal will worsen the traffic on West Portal, destroy the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history.

Resources would be better spent working with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is unhearing and disenfranchising.

Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted, and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Thank you!

Christine L.

From: [Clothilde Kennedy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:14:46 PM

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

My name is **Clothilde Kennedy**
My email address is **clo8183@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Clothilde Kennedy

From: [Marilyn Hoffman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:14:40 PM

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

My name is **Marilyn Hoffman**
My email address is **cutemar@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Marilyn Hoffman

From: [Jessica Diaz](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:00:35 PM

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

My name is **Jessica Diaz**

My email address is **mrsjessicadiaz@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jessica Diaz

From: [Angela Sartori](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:00:33 PM

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

My name is **Angela Sartori**
My email address is **howardhous@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Angela Sartori

From: [Norman Cohen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:00:32 PM

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

My name is **Norman Cohen**
My email address is **normcohen48@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Norman Cohen

From: [Susan McKeon](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 12:48:16 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Susan McKeon
Email mckeonsf@comcast.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [alice Pulliam](#)
To: [Board of Supervisors \(BOS\)](#)
Cc: [Alice P Pulliam](#); info@bookshopwestportal.com
Subject: opposition to MTA draft plan to limit cars on West Portal
Date: Monday, April 22, 2024 12:44:36 PM

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

Attention: Board of Supervisors

I have lived in Miraloma Park since 1979. In that time period, we have visited West Portal almost daily.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

I have reviewed the map of the streets that would be closed. It makes no sense to eliminate cars on the first block of West Portal and Uloa either side of the tunnel. This would create more traffic on the already congested West Portal cross streets. Most concerning is the effect this would have on the businesses in the West Portal Neighborhood. This fast attempt to solve the problem seems like what happened on Valencia Street where the merchants are now struggling to maintain their businesses.

West Portal is a family neighborhood. Elderly people are dropped off and young children and students frequent the neighborhood. Restricting access to these streets does not solve the problem.

The merchants had requested a stop light which was previously denied.

Please do not go forward with this unfeasible solution. You will be hurting family businesses and families which is what SF is all about.

I greatly appreciate your listening to this strong plea to not go through with this plan.

Sincerely,

Alice

Alice Pulliam, MA, BCET, FAET
Board Certified Educational Therapist #10035
Board Certified by the Association of Educational Therapists
a.pulliam@sbcglobal.net

For more information about educational therapy please visit: www.aetonline.org

From: [Jeannette Warren](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 12:42:18 PM

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

My name is **Jeannette Warren**
My email address is **jmcwarren@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal and the surrounding residential area, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jeannette Warren

From: [Gerry Murphy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 12:42:15 PM

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

My name is **Gerry Murphy**
My email address is **gerryteri@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gerry Murphy

From: [Deanie Peralta](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 12:26:50 PM

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

My name is **Deanie Peralta**

My email address is **deaniemarie824@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Deanie Peralta

From: [Meagan Lee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 12:24:57 PM

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

My name is **Meagan Lee**

My email address is **dearlingmay@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Meagan Lee

From: [Richard Tom](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 12:22:46 PM

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

My name is **Richard Tom**
My email address is **babyg_bear@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Richard Tom

From: [Mala Gurbuxani](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 12:22:42 PM

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

My name is **Mala Gurbuxani**

My email address is **mala.gurbuxani@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Mala Gurbuxani

From: [Alice Tom](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 12:22:41 PM

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

My name is **Alice Tom**

My email address is **alicejtom@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Alice Tom

From: [Susan Karpenko](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 12:22:37 PM

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

My name is **Susan Karpenko**
My email address is **okneprak@msn.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Susan Karpenko

From: [John Roberto](#)
To: [Tumlin, Jeffrey \(MTA\)](#)
Cc: mtaboard@sfmta.com; [Peskin, Aaron \(BOS\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Opposed to Proposed Ulloa/West Portal Intersection Changes
Date: Monday, April 22, 2024 12:20:32 PM

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

Director Tumlin,

My name is John Roberto. I am a native San Franciscan and a 50 year resident in the West Portal neighborhood. **I am opposed** to the proposed changes to the Ulloa/West Portal Intersection and the proposed rerouting of traffic on the surrounding streets. I do not believe the proposed changes will improve public safety and will in-fact make pedestrian, bicycle, auto and public transit more circuitous and less safe. **First** I am appalled that SFMTA is proposing these major intersection and street circulation changes without first consulting those who will be most affected by the changes; To my knowledge neither your office or the mayor's solicited, advertised, or attended a local merchants or homeowners meeting to discuss and receive feedback on the proposed changes. **Second**, a 10 day window to submit comments on the proposed major changes to the intersection and surrounding streets to SFMTA is nothing more than lip service and has all the ear marks of a preordained conclusion. A few days effort by SFMTA to hand out surveys at street corners along West Portal Avenue prior to SFMTA's final date (April 28, 2024) for submitting comments is far less than a half-hearted effort to solicit meaningful public comment on the the proposal. **Third**, it is my opinion after reading the statutes regarding Implementation of the California Environmental Quality Act, the proposed changes to the Ulloa/West Portal intersection and traffic circulation on the surrounding streets meets the the CEQA statutes definition of a **Project** and the controversy regarding this Project mandates the preparation of an Environmental Impact Report (EIR) under the CEQA statutes as well as a corresponding evaluation of alternatives to this Project. Either SFMTA complies with CEQA or I may seek legal recourse to insure compliance.

Regarding SFMTA: how much support and positive feedback has the agency received regarding its past and on-going solutions to perceived pedestrian, bicycle and vehicle circulation problems such as Valencia Street and those proposed to FKW in front of City College? Based on articles in the Chronicle It appears that these projects have resulted in significant detrimental impacts to businesses, and quality of life in nearby neighborhoods.

I will join with others who are opposed to this project and the politicians and other public servants who support the project.

John Roberto
411 Yerba Buena Avenue
San Francisco, CA 94127

From: [Fiorella Wilkinson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 12:09:53 PM

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

My name is **Fiorella Wilkinson**
My email address is **fiorellasoccer@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Fiorella Wilkinson

From: [Angela Riordan](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal Proposed Design
Date: Monday, April 22, 2024 12:08:18 PM

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

Dear Board of Supervisors:

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Sincerely,
Angela Riordan
San Francisco Resident
West Portal Patron

From: [Jeff Rivera](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 12:05:39 PM

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

My name is **Jeff Rivera**
My email address is **jeffrivera36@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jeff Rivera

From: [Franco Lucchesi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 12:05:33 PM

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

My name is **Franco Lucchesi**
My email address is **francolucchesi204@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Franco Lucchesi

From: [Eleanor](#)
To: [MelgarStaff \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Opposition to "West Portal Project"
Date: Monday, April 22, 2024 12:05:27 PM

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

Supervisor Melgar:

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Regards,

Eleanor Lu

From: [Natalie Podell](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 12:03:36 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent **Natalie Podell**
Email lushер_heckle_0s@icloud.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Roz Smith](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 12:03:35 PM

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Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Roz Smith
Email slowstreetroz@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Mick Podell](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 12:00:23 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Mick Podell
Email nick@podell.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Leslie Boin Podell](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 12:00:00 PM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Leslie Boin Podell
Email lushier_heckle_0s@icloud.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Claire Reardon](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 11:55:04 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Claire Reardon
Email creardon415@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Pansy Mar](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:52:59 AM

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

My name is **Pansy Mar**
My email address is **marp94116@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Pansy Mar

From: [Susan Larramendy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:49:13 AM

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

My name is **Susan Larramendy**
My email address is **slarramendy@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Susan Larramendy

From: [May Jang](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:47:53 AM

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

My name is **May Jang**
My email address is **mayljang@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
May Jang

From: [Emmy Pho](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:47:16 AM

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

My name is **Emmy Pho**

My email address is **emmy.pho@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Emmy Pho

From: [Monica O'Callaghan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:47:04 AM

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

My name is **Monica O'Callaghan**
My email address is **monicaocal@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Monica O'Callaghan

From: [Susan Squires](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:35:58 AM

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

My name is **Susan Squires**
My email address is **sgrady@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Susan Squires

From: [Julian Lagos](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:34:55 AM

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

My name is **Julian Lagos**

My email address is **julianlagos007@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Julian Lagos

From: [Hanson Li](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); mtaboard@sfmta.com; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Subject: West Portal Traffic Pattern Change
Date: Monday, April 22, 2024 11:31:57 AM

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

Dear all,

I'm a long time SF resident, small business owner, and parent of students in SFUSD. I live in West Portal and own a business in West Portal (Lazy Susan, 811 Ulloa Street). Just yesterday, I went for a walk with my two teenagers down West Portal - hitting the Walgreen's, Goodwill boutique, and a snack at Little Original Joe's.

My daughter was at the Chase bank intersection when the terrible accident happened. My son was on his way back from downtown on Muni and had to be rerouted. It is tragic and our heart pours to the family.

I was alerted to the MTA draft plan last week via the West Portal Merchant Association. As a resident and business owner in West Portal, I don't see how this proposal would have helped prevent the accident. In fact, no cause for the accident has yet to be released, but yet MTA did announce that the intersection was safe and did not at all contribute to the accident. Why this proposed change then?

I find the hurried approach to be unsettling. Again, I live here, work here, and my kids go to school not far from here. We use Muni and West Portal Avenue daily. The proposal has no understanding of our neighborhood and I certainly did not see any opportunity to provide input. The survey SFMTA has opened focuses on just the design of the intersection! It presumes the proposed change would have happened. How can this move forward without our community's input? The total lack of involvement with the community is irresponsible and disheartening.

The community here has offered various input on our neighborhood - the L Taraval 'temporary' project puts a heavy load on Ulloa that needs to change. This proposal will worsen the traffic on West Portal and severely impact my business and other businesses in our community. Jobs will be lost and our neighborhood will suffer. We don't need any more pressure on our still struggling commercial corridor.

The MTA has opined that this intersection is NOT one with a high injury incident history. I request that

1. This plan to be tabled
2. SFMTA establishes a more authentic process that involves residents and businesses. A 10 day comment period and a survey that presumes fait accompli is *not* what I expect of our government
3. Any change needs to incorporate the L Taraval change

Hanson Li

From: [Bruce Cole](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:29:11 AM

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

My name is **Bruce Cole**

My email address is **ediblesanfrancisco@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bruce Cole

From: [Marigrace Cohen](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 11:15:27 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Marigrace Cohen
Email marigracecohen@hotmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Marigrace Cohen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:13:55 AM

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

My name is **Marigrace Cohen**

My email address is **marigracecohen@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Marigrace Cohen

From: [Andrew Bryson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:13:47 AM

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

My name is **Andrew Bryson**
My email address is **ab@berendtproperties.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Andrew Bryson

From: [Maggie Villa](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:13:40 AM

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

My name is **Maggie Villa**
My email address is **mvilla@vonrocklaw.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Maggie Villa

From: [Katrina Foti](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 11:09:39 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Katrina Foti
Email katrinafoti123@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Kevin Boman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 11:07:41 AM

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

My name is **Kevin Boman**
My email address is **tgr1477@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kevin Boman

From: [Addie Sullivan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 11:04:27 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Addie Sullivan
Email addiesullivan@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Diane Gutierrez](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:59:17 AM

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

My name is **Diane Gutierrez**

My email address is **dianegutierrez@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Diane Gutierrez

From: [Caitlin McNamara](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:58:41 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Caitlin McNamara

Email caitlinmca5@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Laura Larsen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:57:42 AM

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

My name is **Laura Larsen**
My email address is **larsen2002@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Laura Larsen

From: [Thomas Harvey](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:57:41 AM

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

My name is **Thomas Harvey**
My email address is **thearveysofsf@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Thomas Harvey

From: [Donna Sharee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:57:38 AM

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

My name is **Donna Sharee**
My email address is **dsharee@earthlink.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Donna Sharee

From: [Josephine Zhao](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:50:19 AM

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

My name is **Josephine Zhao**
My email address is **josephine_zhao@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Josephine Zhao

From: [Joseph McNamara](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:45:47 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Joseph McNamara
Email joemcna40@aol.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Janet Archibald](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:42:31 AM

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

My name is **Janet Archibald**
My email address is **jbird2@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Janet Archibald

From: [Pat Cadam](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:41:52 AM

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

My name is **Pat Cadam**
My email address is **patcadam@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Pat Cadam

From: [David Schoene](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:41:43 AM

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

My name is **David Schoene**

My email address is **dauid schoenedesign@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
David Schoene

From: [JC Rodman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:41:40 AM

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

My name is **JC Rodman**
My email address is **jcr73117@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
JC Rodman

From: [Craig Hanson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:35:44 AM

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

My name is **Craig Hanson**
My email address is **fishingcraig@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Craig Hanson

From: [Bruce Wicklund](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:33:31 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Bruce Wicklund
Email bmwicklund@comcast.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Marco Salvetti](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:30:29 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Marco Salvetti
Email msalvetti13@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Teresa McNamara](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:27:29 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Teresa McNamara

Email jtmcna@att.net

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Glenn Larsen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:20:41 AM

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

My name is **Glenn Larsen**
My email address is **bubbaglenn@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Glenn Larsen

From: [Sandra Jadallah](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:19:49 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Sandra Jadallah

Email sjadalla@pacbell.net

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Alice Chiu](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:17:31 AM

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

My name is **Alice Chiu**

My email address is **dodoac2002@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Alice Chiu

From: [John Palmer](#)
To: mtablead@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 10:17:29 AM

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

My name is **John Palmer**

My email address is **johnp@hanoverpartners.com**

I've lived in West Portal/Forest Hill for 20 years. This Melgar/Breed proposal to block the Ulloa & West Portal intersection is ill-conceived, and clearly concocted by someone that doesn't frequent the area with regularity. This plan will cause dramatically increased traffic at the other nearby streets traveling east and west through the area (Vicente St., the Dewey Circle, Taraval St., Lenox, Wawona, etc.). The intersection of Vicente St. & West Portal Ave., which is already a difficult intersection, will become a snarled and high-traffic nightmare, and Vicente will take most the east and west traffic in the area that Ulloa is currently shouldering, particularly impacting Vicente St. residents (just to be clear, I don't live on Vicente).

Those of us that live in this area know it to be particularly cumbersome due to the location of the Muni Metro tunnel and the West Portal Elementary School located above it to the north. This abnormally long obstruction impedes east and west travel already. The Melgar/Breed proposal would lengthen this east-west blockage to automobile travel to nearly a half-mile.

Separately the impact to small businesses in West Portal, and those trying to access them, will be negative and significant.

The tragedy at Ulloa and Lenox was heartbreaking; however, this was not fundamentally an accident that was caused by a lack of safety at this intersection, but was instead a freak and unpredictable occurrence. The Vicente & West Portal intersection (which this proposal would worsen), on the other hand, has had at least one pedestrian death in recent years.

This proposal should be tabled. If it is not, both Breed and Melgar will lose my vote as well as thousands of others' votes in this area.

John Palmer
407 Castenada Ave.
415-613-4616

Sincerely,
John Palmer

From: [Susie Buckley](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:16:46 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Susie Buckley
Email smillerbuckley@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Micahel Regan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 10:13:41 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Micahel Regan

Email myoldgoat@yahoo.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Keith Walewski](#)
To: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Ulloa / West Portal
Date: Monday, April 22, 2024 10:12:28 AM

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

To all concerned:

tl;dr shutting down high streets to vehicular traffic, which the majority of Americans still rely on, is not the answer. West Portal would become Market Street post-2pm, a complete ghost town.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

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From: [Lindsey Bukhari](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:57:57 AM

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

My name is **Lindsey Bukhari**

My email address is **lindseybukhari@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lindsey Bukhari

From: [Leslie French](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:57:35 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Leslie French
Email les9193@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Johanna Ruiz](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:57:19 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Johanna Ruiz

Email luna1405@hotmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Aaron Molinari](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:56:53 AM

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

My name is **Aaron Molinari**
My email address is **mr_mol2002@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Aaron Molinari

From: [Amy Mc Manus](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:56:26 AM

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

My name is **Amy Mc Manus**
My email address is **asmtoyou@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Amy Mc Manus

From: [Amy Mc Manus](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:55:07 AM

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

My name is **Amy Mc Manus**
My email address is **asmtoyou@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Amy Mc Manus

From: [Allyson Kratzer](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:53:14 AM

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

My name is **Allyson Kratzer**

My email address is **akratzer@northpointsf.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Allyson Kratzer

From: [Ann Caltagirone](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:51:35 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Ann Caltagirone

Email anngae@pacbell.net

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Kristin Harlan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:51:34 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Kristin Harlan
Email kristin.harlan@sbcglobal.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Jennifer Garzee](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:45:39 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Jennifer Garzee
Email ovationmgmtpartners@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Jayne Warren](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:41:53 AM

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

My name is **Jayne Warren**
My email address is **jaynew777@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jayne Warren

From: [Caitlin Sheeran](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:39:45 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Caitlin Sheeran
Email csheeran123@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Barbara Wintrup](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:37:46 AM

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

My name is **Barbara Wintrup**
My email address is **bwconsulting@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Barbara Wintrup

From: [Simmons Guerrero](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:37:40 AM

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

My name is **Simmons Guerrero**

My email address is **simmone.guerrero@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Simmons Guerrero

From: eileen_molloy
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:37:37 AM

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

My name is **eileen molloy**
My email address is **emolloysf@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
eileen molloy

From: [Maria Fiumara - Sheeran](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:34:22 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Maria Fiumara - Sheeran

Email jandmsheeran@aol.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Jerrick Woo](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:18:58 AM

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

My name is **Jerrick Woo**
My email address is **jolowwoo@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jerrick Woo

From: [Davis Leong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 9:12:50 AM

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

My name is **Davis Leong**

My email address is **Davis_Leong@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Davis Leong

From: [James Hoyer](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:09:38 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent James Hoyer

Email jnhoyer@sbcglobal.net

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Adrienne Hoyer](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:09:35 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Adrienne Hoyer
Email amhoyer@sbcglobal.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Junyi Ling](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 9:00:37 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Junyi Ling
Email ling.junyi@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Kevin O'Driscoll](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:59:26 AM

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

My name is **Kevin O'Driscoll**

My email address is **margaret@mission-properties.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kevin O'Driscoll

From: [Paul O'Driscoll](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:58:58 AM

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

My name is **Paul O'Driscoll**
My email address is **paul@mission-properties.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Paul O'Driscoll

From: [Martin Halloran](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 8:57:29 AM

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

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Martin Halloran
Email mhalloran772@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [victoria ehrlich](mailto:victoria.ehrlich@sfcta.org)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:57:05 AM

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

My name is **victoria ehrlich**
My email address is **vicky.ehrlich@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
victoria ehrlich

From: [Margaret O'DRISCOLL](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:57:04 AM

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

My name is **Margaret O'DRISCOLL**
My email address is **margaret@mission-properties.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Margaret O'DRISCOLL

From: [Junnie Yong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:46:27 AM

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

My name is **Junnie Yong**
My email address is **junkyongs@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Junnie Yong

From: [Joseph McFadden](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:46:17 AM

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

My name is **Joseph McFadden**
My email address is **fadsmcfadden@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Joseph McFadden

From: darwinhuang@gmail.com
To: [MelgarStaff \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); mtaboard@sfmta.com; [Breed, Mayor London \(MYR\)](#)
Subject: Traffic lights instead of paint for West Portal dream.
Date: Monday, April 22, 2024 8:44:51 AM

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

No need to make an oneway hell example out of West Portal Ave.

What does the traffic pattern modelling study conclusion suggest for the so-called dangerous intersection?

How about making batch movement for both the vehicles as well as the pedestrian road crossing area. Batch movement means using traffic and crossing lights for the targeted intersection.

Trees and planters are just real estate hogs on the sidewalks. Placing trees tends to obstruct intersection visibilities granted not while newly installed but will as time passes. Tree trunks thicken and can obscure slight or shorter pedestrians especially at night. It has the same effect as trucks, vans, and any higher profile vehicles parked next to a crosswalk.

If one must paint then repaint and maintain crosswalk and roadway guide lines on a regular basis.

I have no suggestion for the double parked issue. Food delivery folks have to make a living too.

Thanks for reading this email.

Darvin

From: [Ying He](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:30:47 AM

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

My name is **Ying He**
My email address is **yhe2011@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ying He

From: [Nyree Morris](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:19:53 AM

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

My name is **Nyree Morris**
My email address is **nyrees114@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Nyree Morris

From: [Firas Bukhari](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:18:02 AM

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

My name is **Firas Bukhari**
My email address is **firasbukhari@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Firas Bukhari

From: [Alexis Sanchez](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:14:12 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alexis Sanchez**

My email address is **asanchez@vonrocklaw.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Alexis Sanchez

From: [Stacey Sobel](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:14:00 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stacey Sobel**
My email address is **sobesls@gmail.com**

I have lived in West Portal for the past 25 years, and raised my children here . In my history, the only two events that have cause tragic damage to our neighborhood have both been directly linked to the overly-lengthy SFMTA construction projects. Firstly, the lengthy closure of the Twin Peaks tunnel (creating opportunities for rampant crime in our neighborhood), and secondly, the lengthy L-Taraval tracks construction, creating a train-to-bus transfer at WP Ave and Ulloa St. which was an accident waiting to happen, and tragically, it did.

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Stacey Sobel

From: [Jane Bruno](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:13:51 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jane Bruno**

My email address is **mrsrube@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Jane Bruno

From: [Annemarie Conroy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:10:37 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Annemarie Conroy**
My email address is **annemarieconroy@msn.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Annemarie Conroy

From: [Ann-Marie Zacharia](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:09:32 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ann-Marie Zacharia**
My email address is **amazacharia@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ann-Marie Zacharia

From: [Carol Lavelle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 8:05:39 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carol Lavelle**
My email address is **calavelle@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Carol Lavelle

From: [Aisling Crowley](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 7:57:47 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Aisling Crowley**
My email address is **aislingreilly@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Aisling Crowley

From: [Sylvia Lee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 7:56:16 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sylvia Lee**

My email address is **sylvialeee94127@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Sylvia Lee

From: [Kate Sullivan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 7:54:51 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kate Sullivan**
My email address is **ksullivan4@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kate Sullivan

From: [Rita Lewis-Manos](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 7:53:32 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rita Lewis-Manos**
My email address is **ritalm@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Rita Lewis-Manos

From: [Norman Dudum](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 7:51:09 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Norman Dudum**
My email address is **ndudun@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Norman Dudum

From: [Irina Spivak](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 7:43:41 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Irina Spivak
Email is94116@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [David Golden](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 7:40:53 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent David Golden
Email dgolden@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Alan Burradell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 7:40:40 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alan Burradell**
My email address is **alanburradell@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Alan Burradell

From: [Carmel Tickler](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 7:21:27 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Carmel Tickler
Email carmeltickler@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Angela Tickler](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 7:18:49 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Angela Tickler
Email angela.tickler@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Brad McMillan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 7:17:39 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Brad McMillan
Email mcmillan@viselect.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Alfredo Oropeza](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 7:13:54 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alfredo Oropeza**
My email address is **alfredo@race.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Alfredo Oropeza

From: [Kathleen Crowley](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 7:13:36 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathleen Crowley**
My email address is **kathleencrowley@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kathleen Crowley

From: [Kristi Bulnes](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 7:13:25 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kristi Bulnes**
My email address is **kristikitty05@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kristi Bulnes

From: [Nzahov zahov zahov](mailto:Nzahov.zahov.zahov)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 7:12:25 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nzahov zahov zahov**
My email address is **nzahov@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Nzahov zahov zahov

From: [Shyue Ren Yean](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 7:12:21 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Shyue Ren Yean**
My email address is **b_yean@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Shyue Ren Yean

From: [Darin Yee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 7:12:20 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Darin Yee**
My email address is **datod01@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Darin Yee

From: [Jennifer Drennan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 7:06:54 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jennifer Drennan**
My email address is **jldrennan13@yahoo.com**

Enough with the knee-jerk, poorly thought out, no reliable fact based data, and no direct neighborhood involvement as you lot (MTA, BOS, Mayor) arbitrarily inhibit equitable access in vital neighborhood corridors. This continued behavior has done far too much damage to the west side in the last four years, with no meaningful improvement in public transit or services during the same time frame.

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project,

allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jennifer Drennan

From: [Wendy Liu](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 6:55:08 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Wendy Liu**
My email address is **wwliuww@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Wendy Liu

From: [Ivan Ruiz](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 6:46:09 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ivan Ruiz**
My email address is **irv301ruiz@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ivan Ruiz

From: [DONNA CHABAN](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 6:45:46 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **DONNA CHABAN**
My email address is **danachaban@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Lastly, The City would be violating ADA Compliance Ordinance(s). 40 years ago, when an elderly driver accidentally pressed her accelerator and drove into the Manor Coffee Shop, no such action (such as closing the street) was taken.

It would have been ridiculous. Knee Jerk reactions to such incidents do not solve anything. DO NOT CLOSE WEST PORTAL AVENUE.

Sincerely,
DONNA CHABAN

From: [Francesca Ruiz](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 6:43:52 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Francesca Ruiz**

My email address is **francescacrsera@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Francesca Ruiz

From: [Catherine Kelley](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 6:41:20 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Catherine Kelley**
My email address is **cckelleysf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Catherine Kelley

From: [Niki Kastoras](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 6:35:18 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Niki Kastoras**

My email address is **annarains@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Niki Kastoras

From: [Niki Kastoras](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 6:35:09 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Niki Kastoras**

My email address is **annarains@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Niki Kastoras

From: [Elaine Canedo](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 6:33:35 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Elaine Canedo
Email emc57@sbcglobal.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Larry McAuliffe](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 6:30:46 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Larry McAuliffe
Email larrygwc41@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Barb DeBaun](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 6:28:08 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Barb DeBaun**
My email address is **barbdebaun@me.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Barb DeBaun

From: [Robert Buckley](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 6:19:35 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Robert Buckley
Email rbuckley@arbmechanical.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Victoria Doherty](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 5:26:19 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Victoria Doherty**
My email address is **vketchum922@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Victoria Doherty

From: [Deirdre Ross](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 4:59:42 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Deirdre Ross**

My email address is **deirdre_ross@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Deirdre Ross

From: [Geraldine Azinheira](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:34:07 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Geraldine Azinheira**
My email address is **rich@aceweb.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Geraldine Azinheira

From: [Carol Kwong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:33:36 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carol Kwong**
My email address is **ckstamper@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Carol Kwong

From: [Lexi Hallgren](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 1:03:00 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lexi Hallgren**
My email address is **lexihallgren@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Lexi Hallgren

From: [Andy Forrest](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Monday, April 22, 2024 12:31:44 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Andy Forrest
Email seismicwatercolors@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection.

Make rash changes and another fiasco like Valencia St. will further erode confidence in City government.

Try to use some common sense!

Andy Forrest
D-7

From: [Vijoy Abraham](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 12:17:45 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Vijoy Abraham**
My email address is **vijoy.abraham@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Vijoy Abraham

From: [Gael Bruno](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Monday, April 22, 2024 12:00:54 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gael Bruno**
My email address is **gaelcore@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gael Bruno

From: [Yalan King](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:45:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Yalan King**
My email address is **yalanking@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Yalan King

From: [Katherine Kearney](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:38:29 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Katherine Kearney**
My email address is **katie.paige.casey@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Katherine Kearney

From: [Bluesgyrl2](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal Project - West Portal-Ulloa Intersection
Date: Sunday, April 21, 2024 11:38:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

All,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood. I am so sick of SMTA leading the way to changes in this city that are devastating it. SFMTA's objective to remove all cars from San Francisco is, quite frankly, prejudice. They give no credence to those with disabilities, those with small children, those elderly, etc. that depend on vehicle transportation. Isn't enough that SFMTA has destroyed the Taraval Corridor strangling the businesses there from having a place for customers to access their services? Never has this decision been more crucial to these business who have suffered for years at this point from the pandemic. Shame on you people!

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

LEAVE WEST PORTAL ALONE!

Natalie Simotas

From: [Pagie Poole](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:03:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Pagie Poole**

My email address is **pagiepoole@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Pagie Poole

From: [Jeffrey Nigh](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 10:57:40 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Jeffrey Nigh
Email janigh@comcast.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [DEBRA HOWARD](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:51:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **DEBRA HOWARD**
My email address is **deb127@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
DEBRA HOWARD

From: [Eva Acholonu](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:47:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Eva Acholonu**
My email address is **gacholonu1@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Eva Acholonu

From: [Sue Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:42:25 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sue Wong**
My email address is **suewong@me.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sue Wong

From: [Loukia Karneris](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:42:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Loukia Karneris**

My email address is **loukiakarneris@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Loukia Karneris

From: [Wesley Dere](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 10:26:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Wesley Dere
Email yes2wes@att.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Nick Tuttle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:24:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nick Tuttle**

My email address is **greenwolverine361@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Nick Tuttle

From: [Wire Mold](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:23:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Wire Mold**
My email address is **wire_mold@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Wire Mold

From: [Barbara Stoparor](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:23:41 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Barbara Stoparor**
My email address is **bstmarie2000@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Barbara Stoparor

From: [Justin Lazaro](#)
To: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Save West Portal!
Date: Sunday, April 21, 2024 10:22:29 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic

--

Justin Lazaro

Cell - 510-544-9645

From: [Nancy Abouchar](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 10:20:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Nancy Abouchar
Email abouchar@comcast.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Rebecca Poon](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:15:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rebecca Poon**

My email address is **rbmpoon@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Rebecca Poon

From: [Orlando Leon](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:11:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Orlando Leon**
My email address is **owlowlowlowl@gmail.com**

(Addition: there should be a thorough CEQA analysis conducted and then discussed with public input and revision before any plans or projects are finalized.)

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Orlando Leon

From: [Rebecca Leon](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:06:04 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rebecca Leon**

My email address is **r.ebeccacyng@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Rebecca Leon

From: [Crystal Sumner](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 10:05:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Crystal Sumner
Email crystalsumner@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I am a resident of West Portal and I live at 1001 Ulloa directly across the street from where the tragic accident happened. I live there with my husband and 4 year old daughter, and I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This will make this part of Ulloa even more unsafe by forcing additional traffic on Wawona and Ulloa, which is an already incredibly complicated intersection. This proposal has no correlation to the actual recent car accident. The car was coming from Ulloa and this will have zero impact on this type of accident and again will only make the intersection at Wawona and Ulloa even more danger.

These changes will also materially impact the merchants on West Portal, which my family are closely tied to. The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be

better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10-day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Best,
Crystal Sumner

From: [Sean Riordan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:05:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sean Riordan**

My email address is **rocket0043@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sean Riordan

From: [Linda Sanders](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:58:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Linda Sanders**
My email address is **lin@jaslin.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Linda Sanders

From: [Kevin Carr](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:55:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kevin Carr**
My email address is **sfr811@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kevin Carr

From: [Nancy Benjamin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:53:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nancy Benjamin**
My email address is **burlesquegoddess@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Nancy Benjamin

From: [Jocelyn Lee](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: save west portal
Date: Sunday, April 21, 2024 9:53:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

From: [Julie Ridley](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:46:46 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Julie Ridley**
My email address is **julridley@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Julie Ridley

From: [Elizabeth Doyle](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 9:45:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Elizabeth Doyle
Email doylebetsy@netscape.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [ELLIOT WAGNER](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:45:27 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **ELLIOT WAGNER**

My email address is **ElliotWagner@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
ELLIOT WAGNER

From: [Cecelia Ng](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 9:37:13 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Cecelia Ng
Email ceceliang@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Ann De Benedetti](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:36:04 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ann De Benedetti**
My email address is **doctors3838@yshoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ann De Benedetti

From: [Rajan Kapoor](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:36:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rajan Kapoor**
My email address is **rajkapoor@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Rajan Kapoor

From: [Catherine Weir](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:35:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Catherine Weir**
My email address is **catgolightly27@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Catherine Weir

From: [Edward Monares](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 9:35:29 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Edward Monares
Email eddiemonares@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Trudi Michael](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:34:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Trudi Michael**
My email address is **trudi.michael@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Trudi Michael

From: [Mina Mourelatos](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 9:24:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Mina Mourelatos
Email mourelatos.mina@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Romel Solis](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:23:24 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Romel Solis**
My email address is **romels@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Romel Solis

From: [Susan Bohegian](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:18:23 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Susan Bohegian**
My email address is **suzybohegian@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Susan Bohegian

From: [Rachelle Considine](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:18:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rachelle Considine**

My email address is **rachelleconsidine@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Rachelle Considine

From: [dawn stark](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:17:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **dawn stark**
My email address is **dawn.999.sf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
dawn stark

From: [John Mccaffrey](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:17:44 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **John Mccaffrey**
My email address is **johnnymccaffrey2000@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
John Mccaffrey

From: [Flora Kupferman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:17:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Flora Kupferman**
My email address is **florabk@pacbell.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Flora Kupferman

From: [Teresa Lai](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:12:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Teresa Lai**
My email address is **infospec@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Teresa Lai

From: [Kate McCaffrey](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:12:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kate McCaffrey**
My email address is **kcodysf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kate McCaffrey

From: [Carolyn Squeri](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Farrah, Michael \(BOS\)](#); [Elsbernd, Sean \(MYR\)](#)
Subject: West Portal MTA Proposal
Date: Sunday, April 21, 2024 9:10:08 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor Breed, Supervisor Melgar, et al,

I cannot believe you are considering the proposed changes that would hinder cars on West Portal, let alone encouraging it! I don't know how much more out-of-touch with your constituents you could be. Please consider the merchants! MTA proposals against cars have obviously decimated small businesses on Valencia and Polk. Market Street and downtown suffer from ill-conceived MTA changes. Seniors and families with small children, and other local residents rely on dependable access to the shops, stores, banks and businesses on West Portal. West Portal is finally recovering and drawing people from the other side of town to our restaurants! People only take public transit if it gets you there faster and easier. Unfortunately, ours does not yet do that. West Portal is a lifeline to many of our residents and needs to thrive. We should be encouraging families to stay and not flee to the suburbs. The businesses on West Portal deserve support from City Hall, not more challenges after the onslaught they have struggled through in recent years. This is crazy and ridiculous, and no way to govern! Not to mention the quick turn-arounds and lack of notice are infuriating and frustrating! Just like rezoning, you need to consider and respect the people who support you, and who love and support their neighborhoods, and not cater to whatever it is that is driving you.

I completely endorse the following statement:

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This

proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

Thank you for your service, but please reconsider this ill-conceived plan.

Carolyn Squeri
Lifelong neighborhood resident and West Portal patron

Campaign Director
Pronouns: she, her, hers
Community Music Center • 544 Capp St. SF, CA 94110
(415) 264-7497 (direct)
(415) 647-6015 x 182 • www.sfcmc.org



Since 1921, CMC has remained steadfast in the mission of making high-quality music accessible to people of all ages, backgrounds, and abilities, regardless of financial means. Last year, CMC served more than 3,000 students and awarded nearly \$3 million in tuition assistance, the largest program of its kind in the country.

From: [Teresa Wright](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Strong opposition to the proposed West Portal redesign
Date: Sunday, April 21, 2024 9:06:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi,

My family has lived in the West Portal neighborhood for 40+ years. We have brought up three kids in the neighborhood and moved here in the 1980s because single family homes were relatively affordable.

West Portal is a unique neighborhood in SF in being very family focused, good local public school (West Portal school), local stores that have been here for many years (like Pappenhausen hardware store), a local bookstore with a bookclub, family owned restaurants for 20+ years. Family owned stores have been under siege with the advent of online shopping. This plan will be the "nail in the coffin" for many West Portal small businesses.

The four fatalities from the tragic accident at the bus-stop outside of West Portal library were heart-breaking.

But the reaction to this tragedy with the proposed redesign of the area around the West Portal station in the name of safety, is a major over-reaction. Reading the Chronicle, many individuals (such as Jodie Medelros of Walk San Francisco) are "piling on" with their own agendas, even though they don't live in the neighborhood. There is little evidence that this redesign would improve safety around West Portal station and it will undoubtedly bring hardship to local businesses and local residents.

Many people in the neighborhood are elderly (my husband and I are in our 70s) and it is not realistic to expect us to walk or ride bicycles to West Portal for shopping.

For these reasons, I request in the strongest possible terms that you reconsider the West Portal proposal.

Kind regards,

Teresa Wright

245 Dorantes Ave, San Francisco, CA 94116.

From: [Barbara Wheeler](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 9:04:26 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Barbara Wheeler
Email bawheeler46@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Karina Velasquez](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 8:59:00 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Karina Velasquez

Email karinawinder@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Jeff Porter](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:55:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jeff Porter**
My email address is **jefpporter@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jeff Porter

From: [Sebra Leaves](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 8:53:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Sebra Leaves
Email sebraleaves@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

The best way to clear the streets and return MUNI to its useful state is to finish all the current projects that are ongoing before starting any more. The best way to return sanity to funding for MUNI is to stop all non-MUNI projects that are draining time and money from MUNI.

If you concentrate on MUNI for six months you might find some ways to improve service and see a growth in passengers.

From: [Adrienne Hoyer](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 8:49:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Adrienne Hoyer
Email amhoyer@sbcglobal.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Angela Tickler](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 8:37:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Angela Tickler
Email angela.tickler@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Claire Holl](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Please Don't Take Cars Off West Portal
Date: Sunday, April 21, 2024 8:31:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Supervisor Melgar,

I am a 5th generation San Franciscan and I am highly opposed to removing cars from West Portal.

I was born and raised in District 7 and the majority of my life in West Portal. Going to West Portal Park and the library as a kid, getting ice cream at Double Rainbow and renting movies at Diamond Video, to sitting on the Shaws bench and getting Subs sandwiches every Friday as a St. Brendan student, going to the Grove on weekends as a high schooler, running into old friends at the Dubliner, Philosopher's Club, and McCarthy's (though it used to be Joxer Daly's, a bit hit amongst dads while waiting to get into El Toreador). I love West Portal and it has always been home to me, especially because of its accessibility. I can walk there, talk Muni there, or drive down when picking up a pizza at Little Joe's or some lentil soup at Bursa. Eezy Freezy has been the spot to go in a pinch, ever since my mom grew up on Magellan Avenue and would go down to get ice cream as a kid with her Uncle Bud, who would load up all the kids in the back of his pickup and head down to Dr. Shaw's to pick up a "prescription".

It is the ease and accessibility of West Portal that has made it a beloved hub for generations. If you're taking your grandparents out to dinner, they can easily get from the car to the restaurant in a few short steps. If you're out with your cousins at the Philly Club or Dubliner on Christmas or Thanksgiving, you can count on getting a lyft safely home that will pick you up right in front.

I promise you, the heart and soul of West Portal is not looking for an extreme change like removing cars from the streets. There might be pressure from new groups of people who are fresh to the area and don't know it to its core. But those who love and know West Portal, feel safe and reliable driving on its streets.

Please keep them open. Don't destroy it like Taraval street has been - torn up and nowhere to park when you're getting dinner at the Gold Mirror and can no longer park nearby. This isn't what the real San Franciscans want.

I voted for you because I trusted that you would protect the needs and wants of District 7 residents, and this would be completely desecrating that trust. I hope that you will listen to those who elected you and I appreciate your time.

Thanks so much,
Claire Holl

From: [Katerina Loufas](mailto:Katerina.Loufas@sfcta.org)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: KEEP WEST PORTAL OPEN
Date: Sunday, April 21, 2024 8:25:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To whom this may concern:

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal does not correlate to the recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is an opportunistic effort to capitalize on a recent tragedy and is done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. This will also frustrate local residents who already have a hard time parking in front of their homes in the neighborhood in which they own homes. The MTA admits that this intersection is NOT one that has a high injury incident history. The area would be a lot safer if the L Taraval could be completed promptly but everything in the city takes so long to be finished. This allows more people to be on the street and makes the intersection look a lot busier than it is.

Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. No changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

All this plan is doing is frustrating local patrons and residents, making it impossible to run a business. West Portal has been thriving since covid with new businesses opening and residents staying in the neighborhood rather than going downtown. Passing this bogus project will make all the hard work we have done to keep the neighborhood alive go to waste. Any and all new projects regarding this block should have consideration of local merchants and residents.

Regards,

--

Katerina Loufas

Wine Buyer and Private Event Coordinator @ Unwine'd SF
415-260-8927

From: [Diana Navarrete](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:24:24 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Diana Navarrete**

My email address is **dnavarrete425@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Diana Navarrete

From: [Suzanne Locke](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 8:09:24 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Suzanne Locke
Email webblocke8@aol.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Regine De guzman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:08:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Regine De guzman**

My email address is **sfdogmom1997@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Regine De guzman

From: [Carl Wendorf](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 8:06:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Carl Wendorf
Email carlwendorf@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Hatun Noguera](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:06:50 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Hatun Noguera**
My email address is **noquera@changes.world**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Hatun Noguera

From: [Yuen Lee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:03:43 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Yuen Lee**
My email address is **yuenlee@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Yuen Lee

From: [Phil Kelber](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 8:00:51 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Phil Kelber
Email kelber627@comcast.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

This seems like a desperate attempt by Supervisor Melgar to put some "Oomph" in her campaign.

A proposal this important should NOT be decided without more neighborhood input and more investigation.

From: [Claudia Martin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:00:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Claudia Martin**
My email address is **balanced_energy@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Claudia Martin

From: [Sonny Lee](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 8:00:12 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Sonny Lee
Email hobosf2@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

Look into speed bumps, or traffic lights instead of changing traffic patterns.
This will prevent me from getting food from Sub Center, Burrito Loco, Bullshead, Lemonade, Caliber, Toast, Papenhausen, Noe Valley Bakery.

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly,

family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Karen Sturdevant](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:59:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Karen Sturdevant**
My email address is **kokodarling@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Karen Sturdevant

From: [Maria Aldaz](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 7:54:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Maria Aldaz
Email mealdaz58@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Gary Chow](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:51:17 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gary Chow**
My email address is **gpchow@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gary Chow

From: [Cheryl Seckols](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:44:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cheryl Seckols**
My email address is **clseckols@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cheryl Seckols

From: [Marie Torre](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:43:32 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marie Torre**
My email address is **mcoffa@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Marie Torre

From: [Jeffrey Holl](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:43:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jeffrey Holl**
My email address is **jeffholl@mindspring.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jeffrey Holl

From: [Carol Healey](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 7:41:51 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Carol Healey

Email ceria64149@mypacks.net

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Dawn Jaber](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:36:07 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dawn Jaber**
My email address is **Daja812@ushoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Dawn Jaber

From: [Hank Burgoyne](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:35:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Hank Burgoyne**
My email address is **hank@burgoynelawgroup.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Hank Burgoyne

From: [cynthia brown](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:29:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **cynthia brown**
My email address is **cymphany@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
cynthia brown

From: [Dan Soine](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:28:34 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dan Soine**
My email address is **dansoine@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Dan Soine

From: [Lee Greenholtz](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 7:15:27 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Lee Greenholtz
Email greenholtzlee@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Ying He](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:14:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ying He**
My email address is **yhe2011@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ying He

From: [Vineet Abraham](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:14:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Vineet Abraham**
My email address is **vabraham24@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Vineet Abraham

From: [Ruth Rosen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:13:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ruth Rosen**

My email address is **ruth.rosen@7sleepers.com**

I object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily leveraged that tragedy to support their plan. Frankly I view any mention of this tragedy as a support of this plan to be shamefully opportunistic.

This plan appears to many of us to be driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal will likely exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate either arrogance or ineptitude on the part of the MTA if not both.

The MTA does not have a great reputation. Complete the Taraval project, do a thorough evaluation of the impact for good or ill. Then give residents and businesses the time and necessary information to directly engage in discussions about future alterations to West Portal traffic management.

Sincerely,

Ruth Rosen

From: [Shirley Ng](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:06:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Shirley Ng**
My email address is **shirley2446@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Shirley Ng

From: [Brian Kirrene](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:06:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Brian Kirrene**
My email address is **bkirrene@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Brian Kirrene

From: [Susan Waraich](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:06:17 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Susan Waraich**
My email address is **susanbutner@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Susan Waraich

From: [Asimina Mourelatos](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:06:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Asimina Mourelatos**
My email address is **mina_M@pacbell.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed toward collaborating with the community to find effective traffic solutions and address genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrates recklessness on the part of the MTA.

NO CHANGES SHOULD BE MADE UNTIL THE COMPLETION OF THE L TARAVAL PROJECT, ALLOWING FOR A THOROUGH EVALUATION OF EMERGING TRAFFIC PATTERNS. THIS PLAN MUST BE RETRACTED ENTIRELY, WITH RESIDENTS AND BUSINESSES DIRECTLY ENGAGED IN ANY FUTURE ALTERATIONS TO WEST PORTAL TRAFFIC MANAGEMENT.

Sincerely,

Asimina Mourelatos

From: [Ginger Pepper](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 7:00:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Ginger Pepper
Email gingerpepper@hotmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Janice Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:57:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Janice Wong**
My email address is **janicewong2@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Janice Wong

From: [Kathleen Gee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:53:29 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathleen Gee**
My email address is **kathygee606@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kathleen Gee

From: [Christie Iribarren](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:53:27 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Christie Iribarren**
My email address is **chris_iribarren@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Christie Iribarren

From: [Marina Garcia](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:52:40 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marina Garcia**
My email address is **migarcia2@usfca.edu**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Marina Garcia

From: [Patricia Breslin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:45:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Patricia Breslin**
My email address is **patriciabreslin@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Patricia Breslin

From: [Marina Garcis](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:43:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marina Garcis**
My email address is **migsrcia2@usfca.edu**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Marina Garcis

From: [John Doricko](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 6:36:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent John Doricko
Email jdoricko@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Janet Lohr](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:35:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Janet Lohr**
My email address is **clayriver@earthlink.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Janet Lohr

From: [Dominic Nanni](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:28:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dominic Nanni**
My email address is **dominicnanni@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Dominic Nanni

From: [Jack Lamar](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:28:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jack Lamar**

My email address is **jacklamarjr@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jack Lamar

From: [Catherine Pajak](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 6:24:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Catherine Pajak
Email catherine_pajak@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Joni Sokol](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 6:18:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Joni Sokol
Email joni_lyon@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Fredric Lofrano](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 6:18:27 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Fredric Lofrano
Email fred@lofrano.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

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From: [Francine Lofrano](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 6:15:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Francine Lofrano
Email ftblote@sbcglobal.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Jerry Lynn Sullivan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:14:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jerry Lynn Sullivan**
My email address is **biojag84@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jerry Lynn Sullivan

From: [GARY GOOCH](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 6:12:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent GARY GOOCH
Email garygooch1@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood. I hold Supervisor Melgar responsible, as she is known for publicity stunts that do not provide real solutions to the problems we face in D7.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic

flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Connie Stubblebine](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 6:04:41 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Connie Stubblebine
Email Conniejw@pacbell.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Ana Maria Baccari](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 6:04:32 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Ana Maria Baccari
Email am20076@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Ana Maria Baccari](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:04:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ana Maria Baccari**
My email address is **am20076@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ana Maria Baccari

From: [Ada Sanchez](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:03:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ada Sanchez**
My email address is **netgurlie2002@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Ada Sanchez

From: [Cheryl Niesen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:57:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cheryl Niesen**
My email address is **blackinahSF@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cheryl Niesen

From: [Ann Young](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:57:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ann Young**
My email address is **ainedeshiun@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ann Young

From: [Laurance Lee](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 5:56:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Laurance Lee

Email laulemlee@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Cadell Child](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 5:50:00 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Cadell Child
Email carrollchild@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Francis Mattin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:49:08 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Francis Mattin**
My email address is **frank.martin@delpor.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Francis Mattin

From: [Roger Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:48:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Roger Wong**

My email address is **outersunsetresi@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Roger Wong

From: [Michial Arnold](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:48:08 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michial Arnold**
My email address is **mda0522@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Michial Arnold

From: [Deb Huelbig](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:32:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Deb Huelbig**
My email address is **debsfroggen@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Deb Huelbig

From: [yong Lei](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 5:28:24 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent yong Lei
Email gayc11@163.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury

incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely

From: [Margaret Stroad](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:27:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Margaret Stroad**
My email address is **stroadm@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Margaret Stroad

From: [Jean Chagniot](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:26:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jean Chagniot**
My email address is **jchagniot@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jean Chagniot

From: [Robert Gee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:26:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Robert Gee**
My email address is **rkgee85@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Robert Gee

From: [Tom Smith](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 5:22:55 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Tom Smith
Email tomsmith1330@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Joseph Moulia](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:15:44 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Joseph Moulia**
My email address is **jmoulia@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Joseph Moulia

From: [Dave Flinn](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:15:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dave Flinn**
My email address is **Daveflinn1@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Dave Flinn

From: [Laura Camerlengo](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); mtaboard@sfmta.com; [Peskin, Aaron \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [SFOSB \(ECN\)](#); info@sfcta.org
Subject: Opposition of proposed changes and SAVE WEST PORTAL
Date: Sunday, April 21, 2024 5:15:13 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello:

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

Thank you.

Laura Camerlengo

From: [Alexandra Vuksich](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 5:10:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Alexandra Vuksich
Email alexandravuksich@sbcglobal.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Doreen Horstin](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 5:10:12 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Doreen Horstin
Email doreen.horstin@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Frank Drolet](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:07:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Frank Drolet**

My email address is **frankdrolet9@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Frank Drolet

From: [Richard Wong](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: SAVE WEST PORTAL - DO NOT CLOSE STREETS TO TRAFFIC
Date: Sunday, April 21, 2024 5:06:19 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Board of Supervisors,

SAVE WEST PORTAL - DO NOT CLOSE STREETS TO TRAFFIC

This plan will not solve the problem of a freak accident, it will hurt the merchants West Portal Avenue. And the accident happened on the other end of West Portal Avenue You are repeating the pain of Valencia Street.

Thanks
Richard Wong

From: [Karen Breslin](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 5:03:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Karen Breslin

Email kbsmail@sbcglobal.net

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Richard Wong](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: SAVE WEST PORTAL - DO NOT CLOSE STREETS TO TRAFFIC
Date: Sunday, April 21, 2024 5:03:03 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Board of Supervisors,

SAVE WEST PORTAL - DO NOT CLOSE STREETS TO TRAFFIC

This plan will not solve the problem of a freak accident, it will hurt the merchants West Portal Avenue. And the accident happened on the other end of West Portal Avenue You are repeating the pain of Valencia Street.

Thanks
Richard Wong

From: [Frank Hagan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:02:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Frank Hagan**
My email address is **fh1280@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Frank Hagan

From: [Jerrick Woo](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:02:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jerrick Woo**
My email address is **jolowwoo@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jerrick Woo

From: [Anthony Villa](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:01:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anthony Villa**
My email address is **tvobsf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Anthony Villa

From: [Timothy A. Jong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:55:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Timothy A. Jong**
My email address is **fuzzybear43@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Timothy A. Jong

From: [Rebecca Tong](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:54:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Rebecca Tong
Email rebecca.tong@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [John Cremen](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:54:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent John Cremen

Email jackcremen@ymail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Jackson Drolet](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:50:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jackson Drolet**

My email address is **jackson_drolet@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jackson Drolet

From: [Mabel Mar](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:49:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mabel Mar**

My email address is **bearyblondie@gmaik.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Mabel Mar

From: [Mary Jung](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:49:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mary Jung**
My email address is **mary@sfrealtors.com**

Do you want to create a doom loop on West Portal?

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,

Mary Jung

From: [Lisa Garcia](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:49:24 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lisa Garcia**
My email address is **lgarcia3434@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Lisa Garcia

From: [Sherry Lau](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:42:27 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Sherry Lau
Email slaufu@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Jinee Kim Rebouh](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:41:04 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jinee Kim Rebouh**
My email address is **jineerebouh@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jinee Kim Rebouh

From: [Joseph Faulkner](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:40:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Joseph Faulkner**
My email address is **artisfunn@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Joseph Faulkner

From: [Alex Presler](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:39:32 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alex Presler**

My email address is **apresler5@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Alex Presler

From: [Katherine Howard](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:39:24 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Katherine Howard
Email kathyhoward@earthlink.net
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

This is another effort to eliminate cars in SF -- it is not an effort to increase 'safety.' If the City were really interested in safety, we would see some/more patrol cars and moving violations would be issued regularly. This is not happening.

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely

on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10-day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Winnie Fung](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:39:23 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Winnie Fung
Email Wfung94122@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Lisa Tsang](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:39:17 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Lisa Tsang
Email lisa.tsangusa@hotmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Laura Dunn](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:39:03 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Laura Dunn**
My email address is **dunnlau@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Laura Dunn

From: [Efigenia Dominguez](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:38:54 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Efigenia Dominguez**
My email address is **geniaguez@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, including my own - as my law firm is celebrating its first year anniversary.

I am a native San Franciscan and am familiar with the area. While the incident that provoked this measure was an unfortunate event, it does not warrant closing car traffic on West Portal. Doing such will not assist the victims or their families but rather interrupt businesses in this area.

Doing so would also inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan without engaging the community including myself or fellow business owners.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day

feedback window demonstrate the recurrent recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

We sincerely do not want another Valencia Street experiment.

West Portal is a vibrant rich community which needs to be protected not shunned and eradicated like many other districts in our beloved City. I vehemently object this proposal.

Efigenia Dominguez
Attorney at Law

Sincerely,
Efigenia Dominguez

From: [Karen Montalbano](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:38:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Karen Montalbano**
My email address is **pearlypoint@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Karen Montalbano

From: [Melody Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:38:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Melody Wong**
My email address is **melodyyup@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Melody Wong

From: [Chad Elder](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:38:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Chad Elder**

My email address is **chad.elder09@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Chad Elder

From: [Katie Oyang](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:38:13 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Katie Oyang**

My email address is **kate_oyang2000@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Katie Oyang

From: [Carla Sullivan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:36:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Carla Sullivan
Email carlasully@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Andrew Gottlieb](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:36:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Andrew Gottlieb

Email agottlieb54@gmail.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

It's time to get rid of Jeff Tumlin and the SFMTA as most of their projects are disasters and they refuse to listen to or work with the public.

From: [Mike Regan](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:30:29 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Mike Regan
Email myoldgoat@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Jessica Goldblatt](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:24:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Jessica Goldblatt
Email cakelike6@hotmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Igor Tello](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:23:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Igor Tello**
My email address is **telloigor@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Igor Tello

From: marion.gourlay
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:23:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **marion gourlay**
My email address is **mariongourlay@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
marion gourlay

From: [Karen Auby](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:23:32 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Karen Auby**
My email address is **karen.auby@gmail.com**

I strongly support the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection.

Sincerely,
Karen Auby

From: [Elina Drozdova](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:23:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Elina Drozdova**
My email address is **elina_drozdova@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Elina Drozdova

From: [Christine Nay](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:22:46 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Christine Nay**
My email address is **christine_nay@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Christine Nay

From: [Sandra Linebarger](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:21:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Sandra Linebarger

Email sn.sandy@yahoo.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Katherine Petrin](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:21:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Katherine Petrin
Email petrin.katherine@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Loy Linebarger](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:21:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Loy Linebarger

Email loyiii@pacbell.net

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood. This is an ill planned knee jerk reaction to a the recent tragedy that has nothing to do with traffic flow in the area.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic

flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Heather Luongo](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:15:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Heather Luongo
Email heather.luongo@yahoo.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

How about start with a stop sign at the corner of Ulloa and Wawona!!! That makes more sense than closing streets and hurting businesses!!! And there are schools on both adjacent streets which will present more danger.

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly,

family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10-day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Mari Guzzo](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:15:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mari Guzzo**

My email address is **maria@g4inc.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mari Guzzo

From: [Joe Schoepp](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:15:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Joe Schoepp**

My email address is **crownlock@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Joe Schoepp

From: [Nikolas Schumann](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:11:40 PM

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Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Nikolas Schumann
Email schumannnikolas@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Mark Schumann](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:11:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Mark Schumann
Email mschumann415@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Olivia Schumann](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:11:04 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Olivia Schumann
Email oschu@icloud.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Sara Schumann](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:09:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Sara Schumann

Email saraschumann@me.com

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

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From: [Kit Chong](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 4:08:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Kit Chong
Email kittsechong@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

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From: [Patrick Connolly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:07:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Patrick Connolly**
My email address is **pconnolly156@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Patrick Connolly

From: [Diane Goldman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:07:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Diane Goldman**
My email address is **diane911@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Diane Goldman

From: [Lee Ann Monfredini](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:02:42 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lee Ann Monfredini**

My email address is **leeann.monfredini@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lee Ann Monfredini

From: elizabeth_solari_solari
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 4:02:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **elizabeth solari solari**
My email address is **betty@solari.org**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
elizabeth solari solari

From: [Frank Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:57:19 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Frank Wong**
My email address is **pigncat@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Frank Wong

From: [Catherine Sarlatte](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:56:54 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Catherine Sarlatte**
My email address is **sfgenius@msn.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Catherine Sarlatte

From: [Loula Vriheas](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:56:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Loula Vriheas**
My email address is **loulavriheas@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

MTA needs to stop with the speed bumps, traffic calming measures, bike lanes, no left, then no right turns, bike lights, parking in the center of the street, etc. MTA has mad a MESS of our city streets. There is so much congestion in the

streets now, thanks to MTA, that no one can focus on pedestrians, bicycles, traffic lights, etc. Get rid of the Director and start over. Bring back our streets, that will make them safer....

Sincerely,
Loula Vriheas

From: [Dimitrius Duecker](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:56:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dimitrius Duecker**
My email address is **dduecker2005@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Dimitrius Duecker

From: [Nancy Lavaysse](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:55:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nancy Lavaysse**
My email address is **lava1lady@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Nancy Lavaysse

From: [Anne Finigan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:55:01 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anne Finigan**
My email address is **annefinigan@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Anne Finigan

From: [Jason Leung](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 3:54:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Jason Leung
Email jason.leung.aa@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Stephen McGovern](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:54:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stephen McGovern**

My email address is **stephendogg12@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Stephen McGovern

From: [Cian Mahony](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:53:17 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cian Mahony**
My email address is **cmahony2121@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Cian Mahony

From: [Cara Ohashi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:53:10 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cara Ohashi**
My email address is **cohashi@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Cara Ohashi

From: [Kathleen Farrell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:53:10 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathleen Farrell**

My email address is **kathemcfarrell@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Kathleen Farrell

From: [Richard Allen](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 3:52:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Richard Allen
Email richardballen35@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message: Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

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From: [Barry Sullivan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:52:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Barry Sullivan**

My email address is **barrysullivan99@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Barry Sullivan

From: [Kurt Duecker](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:52:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kurt Duecker**

My email address is **kurtduecker@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kurt Duecker

From: [Caroline Weber](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:52:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Caroline Weber**
My email address is **ckw_artdolls@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Caroline Weber

From: [Tedi Vriheas](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:52:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Tedi Vriheas**

My email address is **tedivriheas@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Tedi Vriheas

From: [Connor Hagan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:51:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Connor Hagan**
My email address is **chagansf@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Connor Hagan

From: [Christine O'Gara](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:51:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Christine O'Gara**
My email address is **cogara@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Christine O'Gara

From: [Howard Epstein](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 3:51:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Howard Epstein
Email hepstein@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Melissa Lombardini](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 3:48:04 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Melissa Lombardini
Email mosterlombardini@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Michael Hoelsken](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:47:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Hoelsken**
My email address is **hoelsken@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Michael Hoelsken

From: [Ryan McNabb](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:47:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ryan McNabb**
My email address is **ryanmc8@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ryan McNabb

From: [Rhona Hoelsken](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:47:42 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rhona Hoelsken**
My email address is **hoelsken5@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Rhona Hoelsken

From: [Kerry Hagan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:47:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kerry Hagan**
My email address is **khagan4@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kerry Hagan

From: [Tony San hez-Corea](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:47:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Tony San hez-Corea**
My email address is **Tony@arscode.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Tony San hez-Corea

From: [Ken Koblenzer](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:39:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ken Koblenzer**
My email address is **kenjikay@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ken Koblenzer

From: [Barb Cymrot](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:39:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Barb Cymrot**
My email address is **bcymrot@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Barb Cymrot

From: daniel.poppelreiter
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:39:03 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **daniel poppelreiter**
My email address is **danpopp@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
daniel poppelreiter

From: [Justice Cherry](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 3:38:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Justice Cherry
Email dcherry55@hotmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

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From: [SON-SF Save Our Neighborhoods SF](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 3:37:40 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent SON-SF Save Our Neighborhoods SF

Email info@sonsf.org

I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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From: [Dave Cherry](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 3:37:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Dave Cherry
Email davenjake@me.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Renee Lazear](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 3:36:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Renee Lazear
Email redpl@aol.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Regards,

From: [christina briklen](mailto:christina.briklen)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:29:25 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **christina briklen**
My email address is **ccbriklen@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
christina briklen

From: [Elizabeth Collier](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:29:10 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Elizabeth Collier**
My email address is **elizcollier@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Elizabeth Collier

From: [Alex Connolly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:28:46 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alex Connolly**

My email address is **alex.g.connolly@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Alex Connolly

From: [Bruce Hardin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:15:00 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Bruce Hardin**
My email address is **tekman63@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bruce Hardin

From: [Carmel Passanisi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:14:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carmel Passanisi**
My email address is **rubycsp@earthlink.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Carmel Passanisi

From: [TOM LI](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:13:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **TOM LI**
My email address is **sup3rcarrx7@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
TOM LI

From: [Marina Franco](#)
To: [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Melgar, Myrna \(BOS\)](#); [MelgarStaff \(BOS\)](#); [mtaboard@sfmta.com](#); [info@sfcta.org](#); [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: OPPOSITION to the current plan to limit cars on West Portal/Ulloa-- please listen to the merchants
Date: Sunday, April 21, 2024 2:47:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Leaders:

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood. Look at the fiasco the Valencia bike corridor has become for those merchants.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Thank you for your consideration.

Marina Franco

From: [Cathy Nomicos](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:46:12 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cathy Nomicos**
My email address is **cathyn21@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cathy Nomicos

From: [Betty McNiel](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:46:08 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Betty McNiel**
My email address is **mcbe27@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Betty McNiel

From: [Michael Lee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:45:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Lee**
My email address is **ceyuenlee@gmail.com**

As tragic as the accident was this response is disconnected and doesn't address anything related to the event. To make such a significant change to the traffic patterns around Ulloa and West Portal with no traffic studies or economic impact studies while using the accident as cover for the decision is irresponsible and to be frank highly cynical. The traffic on Portola westbound towards the Sloat intersection may be one of the slowest intersections in the city (at rush hour it takes 3 light changes at Portola and Sloat to get through!). This change will make that worse as people circle. Unintended consequences are real.

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day

feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Michael Lee

From: [Paul Dohrmann](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection
Date: Sunday, April 21, 2024 2:41:44 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Message to SFMTA, Mayor, and the Board of Supervisors

From your constituent Paul Dohrmann
Email Paul.skyenviro@gmail.com
I live in District

I oppose the SFMTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection

Message:

Dear SFMTA, Mayor Breed, and SF Supervisors,

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled, and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of

collaboration with stakeholders on this issue and giving residents a 10-day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Jeannie Anderson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:40:40 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jeannie Anderson**
My email address is **jeannieb_00@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jeannie Anderson

From: [Barbara Heffernan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:40:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Barbara Heffernan**

My email address is **barbarajheffernan@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Barbara Heffernan

From: [Luke Perkocha](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:33:07 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Luke Perkocha**
My email address is **luke3580@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Luke Perkocha

From: [Alexandra Tong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:32:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alexandra Tong**
My email address is **alexbrumder@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Alexandra Tong

From: [Jono Lomik](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:32:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jono Lomik**
My email address is **lomik@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jono Lomik

From: [Peggy Hall-Avery](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:32:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Peggy Hall-Avery**
My email address is **peggyavery@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Peggy Hall-Avery

From: [Anne Boswell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:23:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anne Boswell**

My email address is **annebos@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Anne Boswell

From: [Mary catharine Lemons](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:23:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mary catharine Lemons**
My email address is **cathylemonsno1@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This is a ploy. Let me guess, San Francisco Bike Coalition and the rest want our West Portal shut down, small businesses destroyed.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mary catharine Lemons

From: [Joanne McGrail](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:23:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Joanne McGrail**
My email address is **joannemcgrail@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Joanne McGrail

From: [Kristin Perrakis](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:15:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kristin Perrakis**
My email address is **kmperrakis@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kristin Perrakis

From: [Sasha Kiurski](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:06:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sasha Kiurski**
My email address is **sasha@postnikoff.ca**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Sasha Kiurski

From: [Kathy Kelly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:06:13 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathy Kelly**
My email address is **kathykelly44@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kathy Kelly

From: [Clifford Roberts](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:00:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Clifford Roberts**
My email address is **ucsfvet@sonic.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Clifford Roberts

From: [Ozzie Rohm](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:59:34 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ozzie Rohm**

My email address is **ozzierohm@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ozzie Rohm

From: [Suzanne Locke](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:59:05 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Suzanne Locke**
My email address is **webblocke8@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Suzanne Locke

From: [Beverly Modell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:45:12 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Beverly Modell**
My email address is **beverly@greenconsultants.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Beverly Modell

From: [Maria Corsiglia](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:42:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Maria Corsiglia**
My email address is **macorsiglia@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Maria Corsiglia

From: [Anna Beresnev](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:42:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anna Beresnev**

My email address is **anna.beresnev0@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Anna Beresnev

From: [Julie Chernoff](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:41:00 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Julie Chernoff**
My email address is **julie_chernoff@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Julie Chernoff

From: [Nicholas DiNicola](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:33:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nicholas DiNicola**

My email address is **nick_dinicola@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Nicholas DiNicola

From: [ALLEN WONG](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:30:08 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **ALLEN WONG**
My email address is **Alback503@graffiti.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
ALLEN WONG

From: [Richard Glogau](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:25:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Richard Glogau**
My email address is **rglogau@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Richard Glogau

From: [Greg Miller](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:25:46 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Greg Miller**
My email address is **gmsunset@sonic.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Greg Miller

From: [Julie Ridley](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:25:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Julie Ridley**
My email address is **julridley@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Julie Ridley

From: [Vicki Penny](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:25:39 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Vicki Penny**

My email address is **Vickibpenny@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Vicki Penny

From: [Daniel Yang](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:25:29 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Daniel Yang**
My email address is **danyangsf@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Daniel Yang

From: [Connie Ng](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:24:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Connie Ng**
My email address is **cng5@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Connie Ng

From: [Jim Kimzey](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); mtaboard@sfmta.com; [SFOSB \(ECN\)](#); info@sfcta.org; [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Darrah Kimzey](#); [Carter Fields](#)
Subject: Opposition to Proposed West Portal Traffic Plan
Date: Sunday, April 21, 2024 1:16:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Public Service Professional,

As a resident home owner for over 30 years in West Portal, I strongly oppose the proposed changes to the traffic flow near West Portal station. This proposal has no correlation to the actual recent car accident and will drastically affect residents, business owners, and visitors to the area in a negative way.

Instead of a drastic and expensive solution that could discourage visitors, have unintended negative traffic consequences for current residents and tip struggling businesses over the edge, please consider the common-sense solutions put forward by the West Portal business merchants.

Warm regards,
Jim Kimzey
2651 16th Ave, San Francisco, CA 94116

--

Jim Kimzey
415-203-1301 (Cell)

From: [Katherine Howard](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:14:55 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Katherine Howard**
My email address is **kathyhoward@earthlink.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Katherine Howard

From: [Mayra Guerrero](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:13:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mayra Guerrero**

My email address is **mguerrero@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mayra Guerrero

From: [Laura Fox](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:13:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Laura Fox**
My email address is **4foxes@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Laura Fox

From: [John Hardesty](#)
To: [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Tumlin, Jeffrey \(MTA\)](#); mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Retract West Portal Plan
Date: Sunday, April 21, 2024 1:13:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor Breed and Supervisor Melgar,

I live and work one block from West Portal Ave and drive, walk, and bike with my two young sons through the intersection in question multiple times daily.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident. Frankly I find the use of the accident as political leverage distasteful at best.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood. Frankly I find the use of the accident as political leverage distasteful at best.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

John Hardesty
163 Dorchester Way

From: [Teri Hu](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:12:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Teri Hu**
My email address is **terihu@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Teri Hu

From: [LORRI UNGARETTI](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Cc: [Peskin, Aaron \(BOS\)](#); [Board of Supervisors \(BOS\)](#); mtaboard@sfmta.com
Subject: Closing Streets on West Portal Ave.
Date: Sunday, April 21, 2024 1:09:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mayor Breed, Supervisory Melgar, and Jeffrey Tumlin (and others):

I am very much against the MTA draft plan to limit cars near the West Portal and Ulloa intersection. This proposal seems unrelated to the recent car accident--in fact, a week after the accident, MTA announced that the intersection was safe and did not cause the accident.

I have heard that West Portal merchants and neighbors have offered other sensible and cost-effective measures for traffic calming, but none of these suggestions have been considered. The new proposal will make the traffic more dense and difficult to navigate. I live across town, on California Street (lower Nob Hill), and I periodically go to West Port because I like the area and appreciate the bookstore, restaurants, and other businesses. Yes, sometimes the traffic is crowded, but people drive carefully, and I'm willing to put up with the crowds to be in West Portal.

I used to take the Muni all the time, but now, at 71 years old, I am somewhat disabled. I can drive places, but it's very difficult for me to take public. If the MTA does not see this area has having a bad traffic/accident history, why are you thinking of changing it? Instead, try talking to the people who own businesses in the area. Get their ideas for making West Portal better to visit. Please spend more time thinking about the probable effects of this plan and talking to the people more related to West Portal (i.e., the business owners and customers) rather than just relying on a plan from the MTA.

Lorri Ungaretti

1255 California St. #203

SF 94109

lorrisf@comcast.net

From: [Robert Michels](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:00:51 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Robert Michels**
My email address is **rlmichels@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Robert Michels

From: [Jen Fleck](#)
To: mtaboard@sfmta.com; info@sfcta.org; [Peskin, Aaron \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [SFOSB \(ECN\)](#); [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Subject: Please reconsider: West Portal MTA Proposal
Date: Sunday, April 21, 2024 12:59:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear all,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. Although the recent accident is an absolute tragedy and deeply saddening, this proposal has no correlation to the actual recent car accident and does not address the apparent cause of the accident (no official cause has been released). In fact, one week after the accident, MTA publicly announced that the intersection was **safe** and **did not at all contribute** to the accident.

Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from this extensive work are evaluated. Let's focus on one project at a time. This plan needs to be completely retracted and residents and businesses need to be directly involved in **any** changes to the West Portal traffic. We all want the same thing: to maintain a safe and vibrant West Portal community.

This plan is strongly perceived as an opportunistic effort to capitalize on a recent tragedy for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood. The plan would only **worsen** the increasingly bad driving behavior and create an **overly complex** intersection that will be very challenging for drivers and pedestrians to navigate.

The West Portal merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will **worsen** the traffic on West Portal, **decimate** the business of local merchants and **frustrate** the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is **not** one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward **actually** dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback (including a misleading survey) is reckless and irresponsible, eroding the trust our community has in our elected officials.

Thank you for your consideration.

Jennifer Fleck

From: [Dominic Cormican](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:57:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dominic Cormican**
My email address is **if.anyone.can1@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Dominic Cormican

From: [James Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:57:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **James Wong**
My email address is **jameswongod@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
James Wong

From: [Jeff Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:57:00 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jeff Wong**

My email address is **jeffreylanwong@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jeff Wong

From: [P Tracy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:56:50 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **P Tracy**
My email address is **tracy@phc.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
P Tracy

From: [Jennifer Lee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:52:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jennifer Lee**
My email address is **jleeca@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jennifer Lee

From: [Carole Stahlkopf](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:41:55 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carole Stahlkopf**
My email address is **carole.stahlkopf@gmail.co**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Carole Stahlkopf

From: [Dan Rosenheim](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:41:23 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dan Rosenheim**
My email address is **drosen7777@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection.

The recent accident at that corner was due to a driver who lost control of a vehicle; there's no reason to think it had anything to do with the way the intersection is constructed.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Alternative, more sensible traffic-calming suggestions from merchants and residents are being disregarded.

Implementing this proposal would exacerbate traffic congestion on the rest of West Portal, terribly harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas.

The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,

Dan Rosenheim

From: [Bill Bart](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:34:43 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Bill Bart**

My email address is **williamcbart@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bill Bart

From: [Audrey Ricci](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:34:43 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Audrey Ricci**
My email address is **Ar Ricci26@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Audrey Ricci

From: [Alexander Douglas](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:23:10 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alexander Douglas**
My email address is **ald844@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Alexander Douglas

From: [Barron Lee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:23:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Barron Lee**

My email address is **barron@alumni.ucla.edu**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Barron Lee

From: [MARK STODDARD](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:21:13 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **MARK STODDARD**
My email address is **stod.mark@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
MARK STODDARD

From: [Jillian Hansell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:14:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jillian Hansell**
My email address is **jillianhansell@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jillian Hansell

From: [Phil Oconnor](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:13:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Phil Oconnor**

My email address is **philconnor56@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Phil Oconnor

From: [Barbara Coulter](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:13:26 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Barbara Coulter**
My email address is **phantomsangel24@msn.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Barbara Coulter

From: [Jeff Solari](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:13:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jeff Solari**

My email address is **jeffreysolari@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jeff Solari

From: [Sally Davalos](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:13:07 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sally Davalos**
My email address is **cactussal@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

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Sincerely,
Sally Davalos

From: [Dorothy Reinhardt](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:57:14 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dorothy Reinhardt**
My email address is **reinhardt2@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Dorothy Reinhardt

From: [gabby hildebrand](mailto:gabby.hildebrand)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:52:52 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **gabby hildebrand**
My email address is **shophilde@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
gabby hildebrand

From: [Cindy Rosenheim](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:50:39 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cindy Rosenheim**
My email address is **cinsalaros@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cindy Rosenheim

From: [Thomas Redmond](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:43:10 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Thomas Redmond**

My email address is **nick.t.redmond@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Thomas Redmond

From: [Thomas Redmond](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:42:59 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Thomas Redmond**

My email address is **nick.t.redmond@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Thomas Redmond

From: [Terence Redmond](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:41:32 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Terence Redmond**
My email address is **lotar49@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Terence Redmond

From: [Melissa Redmond](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:40:26 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Melissa Redmond**
My email address is **missysonoma@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Melissa Redmond

From: [Karen Pemberton](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:37:47 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Karen Pemberton**
My email address is **karenpemberton@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Karen Pemberton

From: [Catherine Eandi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:37:08 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Catherine Eandi**
My email address is **catherine.eandi@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Catherine Eandi

From: [Kris Veaco](#)
To: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Subject: West Portal Proposal to change traffic flow.
Date: Sunday, April 21, 2024 11:26:54 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My family has lived in the West Portal since 1983 and we love our neighborhood. We shop in the neighborhood, walk the neighborhood and/or drive to the neighborhood at least 3-5 times a week. This plan to significantly change how traffic flows in the West Portal seems opportunistic and appeared after a tragic accident that had nothing to do with how traffic flows into our neighborhood. Do not close this intersection. What is the data that suggests such a radical proposal is needed? I suggest that so close to an election, the proposal, if not killed as a result of the current opposition, be reviewed after the election. There seems to be a political component to the proposal and its timing.

I understand that over time the businesses in WP have proposed steps that MTA could take to improve traffic and they have not been heeded. Their businesses and employees depend on people being able to visit them. Parking is hard enough as it is and so anything that makes it harder to travel along West Portal and put additional pressure on surrounding quiet streets should be avoided. Before moving to the current radical proposal, consider less intrusive, less extensive steps – like putting a stoplight at the corner of Ulloa and West Portal. That would bring additional order to that corner, for Muni, for pedestrians and for drivers.

I also agree with the notion that before considering any proposal, finish the L Taraval project – let the merchants on Taraval recover, if they can, then see if any additional action may be required, and then proceed carefully, intentionally starting with the least intrusive steps. You don't want to do anything to harm this wonderful little neighborhood.

The other very serious issue happening in the West Portal are the number of unhoused and mentally ill people who come to the neighborhood regularly or are staying there, coming in on Muni – sleeping in doorways, using entryways as bathrooms. My daughter works in the West Portal and has been accosted more than once while working and even while walking down the street. Turn your attention to this issue before you focus on adding planters in the street to stop traffic.

I'm adding the email below suggested by others who oppose this proposal in case that is necessary for statistical purposes.

"I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did

a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic."

I plan to participate in one of the polls next week as well.

Kris Veaco

2470 16th Avenue

SF

From: [Erin Guinchard](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:15:54 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Erin Guinchard**
My email address is **erinplark@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Erin Guinchard

From: [Kay Petrini](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:15:45 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kay Petrini**

My email address is **kpetrini@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kay Petrini

From: [Anne Johnson](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Fwd: Please stop proposed West Portal traffic changes
Date: Sunday, April 21, 2024 11:12:51 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Supervisors,

The proposed changes to traffic flow in West Portal will not address the reasons behind the recent tragic car accident. **Unfortunately, it will appear as a business-killing, poorly-thought reaction to a terrible event.** It is an example of San Francisco at its worst. **Surely this is not your intent, especially in an election year.**

I am a senior who shops in West Portal 2-3 times a week. I need to drive, and I need a parking spot. I want to support these businesses, who will be adversely impacted.

Please listen to the community and take a big step back. Give voters a reason to believe that our elected officials care about businesses and seniors.

Sincerely,

Anne Johnson

From: [Mary Donnici](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:08:15 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mary Donnici**
My email address is **mdonnici@pacbell.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mary Donnici

From: [Jane Poppelreiter](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 11:08:09 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jane Poppelreiter**
My email address is **Jpoppelreiter@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jane Poppelreiter

From: [Stefanie Schneider](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:51:47 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stefanie Schneider**

My email address is **schneideragain@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Stefanie Schneider

From: [Carmel Infusino](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:50:24 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carmel Infusino**

My email address is **cotterinfusino@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Carmel Infusino

From: [Ann Hardeman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:41:12 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ann Hardeman**
My email address is **alhyos@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ann Hardeman

From: [Adriana Del Pomar](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:41:08 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Adriana Del Pomar**
My email address is **elveslair@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Adriana Del Pomar

From: [Liane Corrales](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:28:20 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Liane Corrales**
My email address is **gc1207@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Liane Corrales

From: [Jen Bu](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:21:54 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jen Bu**
My email address is **xjenbkx@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jen Bu

From: [Gregory Corrales](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:21:53 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gregory Corrales**
My email address is **gc1207@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gregory Corrales

From: [susan choy](mailto:susan_choy)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 10:06:39 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **susan choy**
My email address is **schoy8@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
susan choy

From: [Joseph DeLucchi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:34:05 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Joseph DeLucchi**
My email address is **jdelucchi@mycalteam.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Joseph DeLucchi

From: [Steven Schroeder](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:34:01 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Steven Schroeder**
My email address is **mcma111@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Steven Schroeder

From: [Floyd Santiago](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:32:53 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Floyd Santiago**

My email address is **floydvsantiago@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Floyd Santiago

From: [Choi Chen](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open
Date: Sunday, April 21, 2024 9:28:13 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Everyone,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is **NOT** one that has a high injury incident history. **Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas.** The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Sincerely,

Choi Chen

Midtown Terrace Resident

From: [marlene kramer](mailto:marlene.kramer@sfmta.com)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:22:33 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **marlene kramer**

My email address is **marlenekramer@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
marlene kramer

From: [Stephanie Ramos](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:22:19 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stephanie Ramos**
My email address is **stephanieframos63@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Stephanie Ramos

From: [Richard Webb](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:22:05 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Richard Webb**
My email address is **webblocke@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Richard Webb

From: [Ed Baumgarten](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:11:37 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ed Baumgarten**

My email address is **edbaumgarten@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ed Baumgarten

From: [Harold Wright](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:11:35 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Harold Wright**
My email address is **hawright@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Harold Wright

From: stevkov@aol.com
To: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Let's keep West Portal as it is!
Date: Sunday, April 21, 2024 9:09:54 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Individuals and Organizations,

This is the craziest, most retrograde plan imaginable. I have lived in the area for the last 34 years. West Portal is a booming, healthy, economically viable community. Because it is accessible! Limiting traffic makes no sense.

Because a 78 year old lady could not drive and killed a family of four is not proof of the lack of safety of this vital neighborhood.

Don't try to fix what's not broken.

Thank you for being open and being willing to change your mind.

Sincerely,

**Steven Kovacs
Professor Emeritus
School of Cinema
San Francisco State University**

P.S. I completely support this statement:

"I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-

effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

From: [Mary SF](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Closure of West Portal Ave and Ulloa Street
Date: Sunday, April 21, 2024 9:08:22 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To all representatives:

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Personally, as a native to this area - I grew up at 14th Ave and Ulloa - this action will be the ruination of the neighborhood and needs to be reconsidered. In my opinion, the issue rests squarely on the shoulders of the SFMTA for their ill-conceived placement of the bus stop outside the safe confines of the West Portal Station, and the woman who was driving the car that caused the accident.

Sincerely,

Mary Landers

From: [Timothy Caulfield](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:03:53 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Timothy Caulfield**
My email address is **tcaulfie@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Timothy Caulfield

From: [Michael O'Brien](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:03:39 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael O'Brien**
My email address is **stretchob@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Michael O'Brien

From: [Thomas Yi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:03:30 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Thomas Yi**
My email address is **tdy_sf@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Thomas Yi

From: [Maria O'Brien](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 9:03:18 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Maria O'Brien**

My email address is **maria.e.obrien55@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Maria O'Brien

From: [Dina Martinez](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:53:14 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dina Martinez**
My email address is **msdmartinez@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Dina Martinez

From: [Socorro Martínez](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:53:02 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Socorro Martínez**
My email address is **cocogasca@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Socorro Martínez

From: [ROBERT QUILICI](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:52:47 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **ROBERT QUILICI**
My email address is **rjqulici@me.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
ROBERT QUILICI

From: [Julie Searce](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:43:50 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Julie Searce**
My email address is **jasinlou@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Julie Searce

From: [Gary Stevens](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:43:41 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gary Stevens**
My email address is **prado009@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Gary Stevens

From: alex_hudgins
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:43:36 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **alex hudgins**

My email address is **alexanderhudgins@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
alex hudgins

From: [Catherine Doyle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:37:17 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Catherine Doyle**
My email address is **cathydoyle@pobox.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Catherine Doyle

From: [Leanna Louie](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:37:11 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Leanna Louie**
My email address is **leannalouie28@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Leanna Louie

From: [Jill Kajouee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:37:09 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jill Kajouee**
My email address is **jkajouee@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jill Kajouee

From: [John Porter](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:37:01 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **John Porter**

My email address is **john.francis.porter@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
John Porter

From: [Jennifer Yee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:26:28 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jennifer Yee**
My email address is **jenyee8@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jennifer Yee

From: [Frank Woo](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:26:16 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Frank Woo**

My email address is **frankwoo@obsolutions.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Frank Woo

From: [Michelle O'Driscoll](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:25:57 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michelle O'Driscoll**
My email address is **modriscoll5@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Michelle O'Driscoll

From: [Maggie So](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:16:06 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Maggie So**
My email address is **somaggie@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Maggie So

From: [Chi Wang](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:15:21 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Chi Wang**
My email address is **chimwang@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Chi Wang

From: [Laura Schulkin-Parnell](mailto:laura.schulkin@sfcta.org)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:12:31 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Laura Schulkin-Parnell**
My email address is **laurasparn99@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Laura Schulkin-Parnell

From: [Paul Eggert](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:04:22 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Paul Eggert**
My email address is **pauleggert155@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Paul Eggert

From: [Maggie Lee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:04:18 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Maggie Lee**
My email address is **mlee_teacher@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Maggie Lee

From: [Dave Frias](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 8:03:58 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dave Frias**
My email address is **friasdavid@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Dave Frias

From: [Sally Oerth](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:58:11 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sally Oerth**

My email address is **sallyrobinson24@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Sally Oerth

From: [Jonathan Davies](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:58:10 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jonathan Davies**
My email address is **jdavies.sf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jonathan Davies

From: [Jamie Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:57:42 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jamie Wong**
My email address is **jamielee6@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jamie Wong

From: [Rachel Wagner](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:44:09 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rachel Wagner**
My email address is **rachelmwagner@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Rachel Wagner

From: [Jennifer Estrada](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:43:50 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jennifer Estrada**
My email address is **jenn_bautista@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jennifer Estrada

From: [Kelly Lacy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:32:35 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kelly Lacy**
My email address is **kellymarielacy@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Kelly Lacy

From: [Veronica Bush](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:30:25 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Veronica Bush**
My email address is **Turningseas@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Veronica Bush

From: [Ashley McDevitt](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:27:40 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ashley McDevitt**
My email address is **dedemac56@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ashley McDevitt

From: [Anthony Ho](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:19:44 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anthony Ho**
My email address is **anthonyho.sd@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Anthony Ho

From: [Laura Handeland](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:19:42 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Laura Handeland**

My email address is **laura.handeland@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Laura Handeland

From: [carrie goorin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 7:08:02 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **carrie goorin**
My email address is **goorintaxi@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns.

Sincerely,
carrie goorin

From: [Mary Vlahos](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:56:55 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mary Vlahos**

My email address is **marygvlahos@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Mary Vlahos

From: [David Owen](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Leave West Portal alone
Date: Sunday, April 21, 2024 6:33:11 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

West Portal businesses need their patrons to be able to drive and park on West Portal. I live in the area and I'm opposed to the new MTA plans to severely limit cars on the street.

David Owen

--sent from my mobile

From: [Michael O'Yang](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 6:05:33 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael O'Yang**
My email address is **moyang@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Michael O'Yang

From: [Carol Enright](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 5:01:14 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carol Enright**
My email address is **enright@mindspring.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Carol Enright

From: [Christine Wachsmuth](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 3:04:27 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Christine Wachsmuth**

My email address is **chris.wachsmuth@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Christine Wachsmuth

From: [Denise Monfredini](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:58:26 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Denise Monfredini**
My email address is **monfredinidenise@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Denise Monfredini

From: [James Guerrero](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 2:40:58 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **James Guerrero**
My email address is **jim.guerrero53@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
James Guerrero

From: [Quynh-An Phan](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Opposition to new West Portal Proposal
Date: Sunday, April 21, 2024 2:20:15 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

I fear this will turn into what happened in the Mission/Valencia street, an area I used to frequent, but now avoid because its too frustrating and difficult to navigate/find parking. Please do not destroy a wonderful community.

Quynh-An Phan

From: [Christine Beard](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 1:34:59 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Christine Beard**
My email address is **chbeard7749@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Christine Beard

From: [Lutz Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:57:09 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lutz Wong**
My email address is **lutzwong@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lutz Wong

From: [Michael Coleman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:43:03 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Coleman**
My email address is **mecoleman@me.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Michael Coleman

From: [Anna Marie Etcheverria](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:42:52 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anna Marie Etcheverria**
My email address is **coleverria@me.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Anna Marie Etcheverria

From: [Samantha Mar](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:26:29 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Samantha Mar**
My email address is **samantha.mar@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Samantha Mar

From: [Paul Solari](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:26:25 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Paul Solari**
My email address is **solari3@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Paul Solari

From: [Linda Moore](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:22:38 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Linda Moore**
My email address is **elmoore999@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Linda Moore

From: [Susan Shalit](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:13:30 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Susan Shalit**
My email address is **sshalit@duck.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Susan Shalit

From: [Kelli Cullinan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Sunday, April 21, 2024 12:05:34 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kelli Cullinan**

My email address is **kellijohenderson@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kelli Cullinan

From: [Dana DeSimone](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:35:25 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dana DeSimone**
My email address is **zydecod@mmsn.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Dana DeSimone

From: [Thomas Ho](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:28:55 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Thomas Ho**
My email address is **thojluu@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Thomas Ho

From: [Jennifer Luu](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:28:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jennifer Luu**
My email address is **thojluu@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jennifer Luu

From: [Stephanie Le](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:22:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stephanie Le**
My email address is **sdyc88@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Stephanie Le

From: [Anna Reisman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:22:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anna Reisman**
My email address is **alr2319@msn.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Anna Reisman

From: [Rose Sullivan](#)
To: [Heiken, Emma \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Cc: mtaboard@sfmta.com; [Board of Supervisors \(BOS\)](#)
Subject: Re: West Portal Proposed Changes
Date: Saturday, April 20, 2024 11:10:13 PM

A traffic light would be sufficient to address any concerns at the intersection. I live in the neighborhood, have walked across the intersection 1,000s of times and have never felt unsafe crossing the intersection. Rushing in these changes on an expedited timeline without any reason, without support of the community, and without any traffic studies on the impact on surrounding streets is ridiculous and proves that Mayor Breed and Myrna Melgar do not care about West Portal merchants and residents. Further, allowing only 10 days of feedback and three pop-ups for such radical changes to a neighborhood is ludicrous and undemocratic and once again, underscores that you don't care about the West Portal community. The MTA survey only asks about design of the project and does not ask if the party supports or opposes it. What a joke.

Good luck in getting reelected; you have lost many voters with this proposal.

On Friday, April 19, 2024, 11:35:53 AM PDT, Heiken, Emma (BOS) <emma.heiken@sfgov.org> wrote:

Dear Rose,

Thank you for sharing your concern for street safety and transit in West Portal. For decades, the intersection of Ulloa and West Portal Avenue has been crowded, confusing, and conflicted. Home to multiple bus lines, transit lines, thousands of daily transit rides, cars, strollers, and more all competing for limited space without much direction.

On April 18, Supervisor Melgar and Mayor Breed proposed changes to the streets surrounding West Portal station to make it safer for people traveling in all modes *without taking away any parking spots*. This proposed design would create additional pedestrian space outside the station, encourage cars to visit West Portal Avenue instead of drive through it, and create clear delineation between space for trains and buses and space for private vehicles. You can see the full proposed project [here](#).

This proposal is not final. We need your input! The SFMTA has launched a [survey](#) to get feedback on how to improve the proposal. We will also be hosting pop-ups and community meetings to hear directly from the West Portal community.

We look forward to hearing your feedback and iterating the proposal based on this input.

If you would like to stay up to date as this project progresses, please sign up for our newsletter [here](#).

Sincerely,

Emma Heiken
Legislative Aide

Office of Supervisor Myrna Melgar

From: Rose Sullivan <rosesull@yahoo.com>

Sent: Thursday, April 18, 2024 11:18 PM

To: MelgarStaff (BOS) <melgarstaff@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>

Subject: West Portal Proposed Changes

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisor,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is

completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

I will not be voting for any politician that supports this plan.

**Rose Sullivan
District 7 resident**

From: [Pamela Dickey](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:55:03 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Pamela Dickey**

My email address is **lentos.saves-0p@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Pamela Dickey

From: [Celeste Arbuckle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:54:43 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Celeste Arbuckle**
My email address is **cel_arbuckle@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Celeste Arbuckle

From: [Anne Katzenmeyer](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:33:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anne Katzenmeyer**
My email address is **annester@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Anne Katzenmeyer

From: [Derrick Mar](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:33:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Derrick Mar**

My email address is **derrick@derrickmar.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Derrick Mar

From: [Matt McGuinness](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:32:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Matt McGuinness**
My email address is **Matt@fuzzysideup.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Matt McGuinness

From: [Peter Fawzi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:26:00 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Peter Fawzi**
My email address is **pfawzi@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Peter Fawzi

From: [Berline Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:24:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Berline Wong**
My email address is **berline.wong@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Berline Wong

From: [Barbara Morris](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:24:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Barbara Morris**
My email address is **sfgirlb51@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Barbara Morris

From: [Cynthia Smith](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:23:42 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cynthia Smith**
My email address is **Swimminghorse@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cynthia Smith

From: [Tim Fong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:15:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Tim Fong**
My email address is **timgfong@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tim Fong

From: [Cheryl Gloeckner](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:11:39 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cheryl Gloeckner**
My email address is **nevadasissy@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cheryl Gloeckner

From: [Mary Sullivan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:09:24 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mary Sullivan**
My email address is **ksullivan4@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mary Sullivan

From: [Victoria Logan Wright](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:59:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Victoria Logan Wright**
My email address is **loganwriv001@mac.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Victoria Logan Wright

From: [Lisa Dion](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:59:26 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lisa Dion**

My email address is **lisa.dion@mac.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lisa Dion

From: [Kathleen Skinner](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Cc: mtaboard@sfmta.com; [SFOSB \(ECN\)](#); info@sfcta.org; [Board of Supervisors \(BOS\)](#)
Subject: Uloa Ave and West Portal intersection
Date: Saturday, April 20, 2024 9:52:27 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. Breed, Ms. Melgar and Mr. Tumlin,

As a nearby resident of West Portal who regularly shops on that street in lieu of ordering from Amazon, I strongly oppose the proposed closure of the Uloa/West Portal intersection. This appears to be a knee-jerk reaction to an unfortunate accident involving some very sympathetic victims. In my 41 years of living in this neighborhood, however, I have not been aware of any other accidents at that intersection. The intersection is key to traffic flow up and down West Portal and is an important access street to cross West Portal. It is essential to getting dropped off at the Muni station or driving to the merchants and restaurants in the last block before West Portal station. Incremental changes, such as blocking u-turns at the end of West Portal, have helped reduce the congestion. A light which would control pedestrian traffic across the path of streetcars entering the tunnel and regulating auto traffic across the intersection would be tremendously helpful for all interested parties. Actually, getting the Taraval project completed so that there would be drivable roads available again would be helpful, as well, and would remove some of the pressure to use Uloa as a cross over.

I do not understand what caused the driver to make the move that she did—I have not seen any discussion about the real cause of the accident. There has been no suggestion that she misread some signs or that the road design contributed in any way to her ultimate position on the wrong side of the road. I have never heard of anyone driving on the wrong side of the road in the vicinity of the library! If she had some mental or physical problem which caused this accident, it does not justify suddenly changing the roadway to make the intersection and the upper street of West Portal inaccessible to anyone with a car, and most people in this neighborhood do use cars to get around on the west side of Twin Peaks. West Portal would not be a bicycle-friendly street, with the streetcar tracks and the incline, even if cars were banned. While the Muni lines on West Portal are fantastic for commuting downtown, they are little help for neighbors commuting to West portal to shop. What a shame that one person whose aberrant behavior caused a terrible tragedy should now also cause a massive disruption to all the people who live and shop in the vicinity.

This community has been vital even during COVID closures. We all went out to pick up food or eat outside to keep our restaurants open. We ordered books at West Portal Book Store and picked them up outside, ditto coffee at Peets and pastries at Noe Valley Bakery. Now that the stores seem to be flourishing post-lockdown, the streets are lively and we stop and shop in the

other boutique stores, when making essential stops at Walgreens and the produce store and UPS store. In many cases, these stops are on the way to another destination (by car). We do not want to see our stores now waste away from loss of traffic.

I have thought our mayor and supervisor were reasonable people who tried to address problems systematically and after input from those affected by their decisions. I am concerned by this sudden interest in a “quick fix” to a perceived problem that has not been fully analyzed, without transparency about the cause of the incident and without disclosure of the data supposedly supporting this proposal. I’m sure a lot of other people besides my family have lived in the West Portal neighborhood for a generation without considering closing the Uloa intersection to be so urgent that it must be decided in 10 days without disclosing any background information or reports to the neighborhood. I think we can all name a number of problems we encounter in the city that we deem lots more important.

Please do not proceed with this closure!

Kathleen Skinner
100 Maywood Drive, San Francisco, CA 94127
kskinner@intprolaw.com

From: [Paula Bocciardi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:50:07 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Paula Bocciardi**
My email address is **pbocciardi@prodigy.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Paula Bocciardi

From: [Judy Ng](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:47:55 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Judy Ng**
My email address is **judyng1@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

I oppose making Lenox only one-way as that street needs to be accessible to get kids to library and west portal playground. Most streets in the area are two-way so making this change will cause much confusion.

These changes are too drastic and will make drivers confused instead of what is intended. The intersection currently is not risky for pedestrian so having so many SIGNS AND ONE-WAYS will cause more havoc.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Judy Ng

From: [Mark McKenzie](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:47:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mark McKenzie**
My email address is **mark@anarchi.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mark McKenzie

From: [Matthew Pettey](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:46:55 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Matthew Pettey**
My email address is **mattymole@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Matthew Pettey

From: [Mary Palmer](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:46:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mary Palmer**
My email address is **mbp94122@netzero.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mary Palmer

From: [Sarah Jennings](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:45:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sarah Jennings**
My email address is **jennings6494@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sarah Jennings

From: [Daniel Pifko](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:45:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Daniel Pifko**
My email address is **dpifko@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Daniel Pifko

From: [Joady DeJarnatt](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:45:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Joady DeJarnatt**
My email address is **mail@dejarnatt.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Joady DeJarnatt

From: [Sarah Johnson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:30:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sarah Johnson**

My email address is **sarah.johnson614@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sarah Johnson

From: [Amanda Sedano](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:30:04 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Amanda Sedano**

My email address is **Amanda-Sedano@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Amanda Sedano

From: [Monica Syler](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:29:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Monica Syler**
My email address is **monica_syler@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Monica Syler

From: [Pavlo Taraskin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:24:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Pavlo Taraskin**
My email address is **pahask@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Pavlo Taraskin

From: [Steve Wilkerson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:24:07 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Steve Wilkerson**
My email address is **reachbase@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Steve Wilkerson

From: [Lillian Ng](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:21:44 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lillian Ng**
My email address is **lillian@lillianng.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Lillian Ng

From: [James Monfredini](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:20:04 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **James Monfredini**
My email address is **jim@pacagri.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
James Monfredini

From: [Floren Lopez](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:20:04 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Floren Lopez**
My email address is **flopez0521@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Floren Lopez

From: [Alyse Parrino](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:19:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alyse Parrino**
My email address is **akparrino@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Alyse Parrino

From: [Donald Louie](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:06:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Donald Louie**
My email address is **Louie129688@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Donald Louie

From: [Chris Miller](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:03:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Chris Miller**

My email address is **chrisdavidmiller@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Chris Miller

From: [Patricia Hargarten](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:02:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Patricia Hargarten**
My email address is **lassof7@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Patricia Hargarten

From: [Mimi W](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:01:50 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mimi W**

My email address is **wabbitjunior@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mimi W

From: [Jeanine Hawk](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:01:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jeanine Hawk**
My email address is **jeanine@mind.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jeanine Hawk

From: [Olivia Eggert](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:47:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Olivia Eggert**
My email address is **oeggert24@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Olivia Eggert

From: [PAULA P FRACCHIA](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:46:39 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **PAULA P FRACCHIA**
My email address is **ppfracchia@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
PAULA P FRACCHIA

From: [Kristin Schober](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:46:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kristin Schober**
My email address is **schober2@pacbell.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kristin Schober

From: [Sylvia Boss](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:46:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sylvia Boss**
My email address is **sboss33@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sylvia Boss

From: [Tim Flaherty](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:37:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Tim Flaherty**
My email address is **flahertysfpd@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tim Flaherty

From: [Bridget Quinlan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:37:54 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Bridget Quinlan**
My email address is **blquinlan2@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bridget Quinlan

From: [Jacqueline Fletcher](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:37:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jacqueline Fletcher**
My email address is **jfletch02@me.com**

To: Mayor Breed, MTA Board, Supervisor Melgar, Supervisor Peskin, the Board of Supervisors and the Office of Small Business

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent, and tragic, motor vehicle accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move to many of us, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from the reality of our neighborhood. Particularly frustrating is that the plan comes suddenly after this tragedy despite prior alternative, more sensible traffic calming suggestions from merchants and residents, which we are told have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas in our city. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate carelessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project,

followed by a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, and local residents and businesses must be directly engaged in the consideration of future alterations to West Portal traffic management.

Sincerely,
Jacqueline Fletcher
San Francisco District 7 resident

Sincerely,
Jacqueline Fletcher

From: [William Bischoff](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:24:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **William Bischoff**
My email address is **diveman@ymail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
William Bischoff

From: [Mallen Bischoff](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:24:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mallen Bischoff**

My email address is **mmbischoff28@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mallen Bischoff

From: [Paige Bischoff](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:23:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Paige Bischoff**
My email address is **pbischoff@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Paige Bischoff

From: [Steven Hong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:15:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Steven Hong**
My email address is **sthong@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal impact local businesses and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Steven Hong

From: [Lance Holman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:05:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lance Holman**

My email address is **leholman@mindspring.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lance Holman

From: [Lance Holman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:05:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lance Holman**

My email address is **leholman@mindspring.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Please help us by working with us. Not by blindly making changes.

Sincerely,

Lance Holman

From: [Carol Faulkner](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:05:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carol Faulkner**
My email address is **cmoelarrycarol@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Carol Faulkner

From: buddycalc@comcast.net
To: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West portal
Date: Saturday, April 20, 2024 8:01:10 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

PLEASE DO NOT CLOSE AUTO ACCESS TO WEST PORTAL!! I am 72 years old and would not be able to visit my favorite book store, restaurant, shoe repair shop and other small businesses in the area if it is closed. Public transportation is not an option for me. If I am unable to park on West Portal, I won't be able to shop there. San Francisco has already gutted many of my favorite retail locations. This area is important to me and to many other long time San Francisco residents.

From: [Emily Hanson](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: mtaboard@sfmta.com
Subject: Opposition to draft West Portal plan
Date: Saturday, April 20, 2024 8:00:41 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am a 4th generation San Francisco native and my 5th generation SF native teenager attends SOTA. My family and I spend a lot of time in West Portal- We drive and easily park, which gives us access to all the wonderful shops, restaurants and bars. If we can no longer drive and park, we won't be easily able to support the West Portal neighborhood. I also worry about all the traffic congestion that will occur from this plan. It's going to be a nightmare. I've spent so much time in West Portal since I was a kid growing up in San Francisco and I love that it still feels the same as it did back then. Please don't ruin it!

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

***Thank you for reading,
Emily Hanson***

Sent from my iPhone

From: [John or Leslie](#)
To: MTABoard@sfmta.com; [Board of Supervisors \(BOS\)](#)
Subject: Do not close West Portal
Date: Saturday, April 20, 2024 7:57:25 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

While the accident was most unfortunate, it just another excuse to close a street, hurting businesses in the area. After spending millions on Zero Vision, there has not been any significant change in the data. Stop closing streets!

Leslie Koelsch

I agree with the following.

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is

completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

Sent from my iPad

From: [Tim O'Connor](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 7:55:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Tim O'Connor**
My email address is **toc85@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tim O'Connor

From: [Gail O'Connor](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 7:54:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gail O'Connor**
My email address is **gailmacd@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gail O'Connor

From: [Jerry Sullivan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 7:53:32 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jerry Sullivan**
My email address is **jerriku@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jerry Sullivan

From: [Kathy Atkinson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 7:46:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathy Atkinson**

My email address is **kathyatkinsonsf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kathy Atkinson

From: [Kim Clash](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 7:34:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kim Clash**
My email address is **kimclash@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kim Clash

From: [Sylvia Khong-Terpstra](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 7:33:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sylvia Khong-Terpstra**
My email address is **skterp@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sylvia Khong-Terpstra

From: [Daniel Small](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 7:20:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Daniel Small**
My email address is **fara@sfmobilecom.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Daniel Small

From: [Kathy Howard](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Cc: mtaboard@sfmta.com; [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MTA -](#)
Subject: Oppose: West Portal plan to limit cars on West Portal.
Date: Saturday, April 20, 2024 7:19:29 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Everyone,

Once again, a plan to limit access to local businesses, under the guise of ‘safety.’

There is no police enforcement of moving violations, but instead the City decides to issue PARKING TICKETS. When there is a horrendous accident like the one at West Portal, the City goes all out to enact measures that will have a negative impact on local businesses, without FIRST asking them what they would like to see happen.

My computer repair person closed his business on Taraval after all of the City machinations there. Now you are going after West Portal businesses.

News Flash – this kind of attack will not bring business back to downtown. It will only destroy our neighborhood business districts and the individual businesses that make SF attractive. But perhaps that is your goal ?

Katherine Howard

Outer Sunset and yes, we drive to West Portal often.....

From: [Wincy Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 7:17:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Wincy Wong**
My email address is **wincywong9@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Wincy Wong

From: [Benjamin Law](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 7:17:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Benjamin Law**
My email address is **blaw715@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Benjamin Law

From: [Kenny Tse](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 7:16:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kenny Tse**
My email address is **kennyjr748@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kenny Tse

From: [Jeff Perkins](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 7:00:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jeff Perkins**

My email address is **jeffperkins2@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jeff Perkins

From: [Kate Perkins](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:59:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kate Perkins**
My email address is **krperkins2@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kate Perkins

From: [Mark Bridges](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:57:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mark Bridges**

My email address is **mbridgeslaw@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mark Bridges

From: [Leon Sorhondo](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:57:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Leon Sorhondo**
My email address is **euskalduna@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Leon Sorhondo

From: [Alessandro Celi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:42:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alessandro Celi**
My email address is **celifour@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Alessandro Celi

From: [Josette Wade](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:42:39 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Josette Wade**

My email address is **josiebuttrfly@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Josette Wade

From: [Marco Aguirre-Celi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:41:26 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marco Aguirre-Celi**
My email address is **marcoceli2002@outlook.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Marco Aguirre-Celi

From: [James Louie](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:40:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **James Louie**
My email address is **James.louie667@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
James Louie

From: [Lisa Louie](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:40:39 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lisa Louie**
My email address is **loowee2@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Lisa Louie

From: [Dylan Sorensen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:40:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dylan Sorensen**
My email address is **djsorensen@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Dylan Sorensen

From: [Tina Celi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:39:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Tina Celi**
My email address is **celifour@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Tina Celi

From: [Giovanni Torre](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:38:41 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Giovanni Torre**
My email address is **pulses_glands0s@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Giovanni Torre

From: [Sandra Celi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:38:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sandra Celi**
My email address is **sandraceli@live.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Sandra Celi

From: [Carol Lavelle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:38:05 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carol Lavelle**
My email address is **calavelle@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Carol Lavelle

From: [Jerry Sullivan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:37:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jerry Sullivan**
My email address is **jerriku@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jerry Sullivan

From: [JoAnn Burke](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:37:25 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **JoAnn Burke**
My email address is **burkejab@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
JoAnn Burke

From: [Paul Sarnsen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:27:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Paul Sarnsen**

My email address is **psarnsen@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Paul Sarnsen

From: [John Kazanovicz](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:26:50 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **John Kazanovicz**
My email address is **jkazanovicz@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
John Kazanovicz

From: [Pat Colonnese](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:26:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Pat Colonnese**

My email address is **pcolonnese@sbcglobal.net**

I live on Ulloa near Kensington. Everyday I make a left turn from Portola onto Claremont, then a right turn onto Ulloa. I do not understand how I'm supposed to get to my home if I can't turn onto Ulloa.

In addition, as a disabled senior, I need to drive to West Portal to shop, use the library, access the dentist. This new plan severely impacts my ability to do so.

I urge you to consider the needs of the neighborhood and come up with a more effective and equitable plan.

Thank you.

Pat Colonnese

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Pat Colonese

From: [Razvan Surdulescu](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:26:12 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Razvan Surdulescu**
My email address is **surdules@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Razvan Surdulescu

From: [Stacey Sobel](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal MUNI Needs to be Studied before ANY Action is Taken!
Date: Saturday, April 20, 2024 6:19:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I have been a resident of West Portal for the past 25 years, and have raised my two children here. The only two times I have felt unsafe here were directly related to horribly-lengthy MUNI construction projects:

First, the Twin Peaks tunnel overhaul, which dumped untold numbers of people off at the WP Station, causing the crime rate in the neighborhood to go rampant, and

Second, the L-Taraval track construction, which again dumped train loads of people at the station, who then had to run to try to get on the first available L bus.... an accident waiting to happen, and, tragically, it did.

Furthermore, MTA has now added two new bus stops at the intersection of WP Ave and Ulloa St., so there are now three bus stops, creating a major transit hub at the top of a small town, small business and heavily pedestrian avenue.

This has NOTHING to do with the MTA plan to limit cars on West Portal Ave, and would restrict access to a vibrant, yet struggling, small business district.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars.

The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Sincerely,

Stacey Sobel

160 Lenox Way, SF, 94127

From: [Sam Sanchez-aquila](mailto:Sam_Sanchez-aquila@sfmta.com)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:17:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sam Sanchez-aquila**

My email address is **samsanchezaquila@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Don't make west portal like downtown, no one goes there because there is no parking, it's dangerous and dirty.

Sincerely,
Sam Sanchez-aquila

From: [Irene Sarnsen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:17:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Irene Sarnsen**
My email address is **sarnseni@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Irene Sarnsen

From: [Doria](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: FW: Keep West Portal Open
Date: Saturday, April 20, 2024 6:16:14 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 opposition to the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the recent horrific and tragic car accident that resulted in lives lost. No cause for the accident has yet to be released, but a week after the incident, MTA did publicly announced that the intersection was safe and did not at all contribute to the accident.

Regrettably, this plan sounds like an opportunistic effort to capitalize on a recent tragedy with political purposes with those who have little or no connection with or understanding of the West Portal neighborhood...one that is in the midst of revitalizing and building itself.

I am a fourth-generation San Franciscan. As a loyal and frequent customer to many West Portal businesses, the merchants offer a sense of loyalty and community to an area that sustains relationships and takes care of families and individuals...many of whom find solace and friendships in this caring neighborhood. The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered...which is unfathomable to me because they are the ones who are actually in the neighborhood.

This proposal will dramatically worsen traffic on West Portal, decimate the business of local merchants, and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. It is not about accessibility at all and you are letting your citizens down.

The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is irresponsible. Absolutely no changes should be made until the L Taraval project is completed (and now PG&E is going to start their own project in this area thus extending havoc in the traffic corridor) and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

As a collective Board of Supervisors, I hope you will agree that it is worth the time to hit the pause button and re-evaluate this plan. There is no rush because there is need for more time for evaluation and dialogue with your constituents to weigh all the variables. Your voters expect and demand it.

Sincerely,

Doria Leong

Please note that my primary email is and always will be doria@pobox.com even though you may receive mail from doria@mindrupmail.com

From: [Sandra Nagle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:11:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sandra Nagle**
My email address is **sashnagle@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sandra Nagle

From: [Phil Oconnor](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:11:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Phil Oconnor**

My email address is **philoconnor56@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Phil Oconnor

From: [Chelsea Bucoy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:05:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Chelsea Bucoy**
My email address is **cmbucoy@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Chelsea Bucoy

From: [Flora Burger Kupferman](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal
Date: Saturday, April 20, 2024 6:01:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

I am a life-long resident of San Francisco, and I live close to West Portal. I run errands there on a weekly basis and hope that you will reconsider this plan.

Sincerely,

Flora B Kupferman

From: [Jane Jones](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:54:03 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jane Jones**
My email address is **jnsjane429@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jane Jones

From: [Thomas Graves](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:53:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Thomas Graves**
My email address is **tom@tomgraves.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Thomas Graves

From: [Neal McGeehan](#)
To: info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: SAVE WEST PORTAL!!!
Date: Saturday, April 20, 2024 5:45:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

***Thank you,
Neal McGeehan
1800 15th Avenue
San Francisco, CA 94122***

From: [Margaret Speer](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:42:42 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Margaret Speer**
My email address is **speer2021@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Margaret Speer

From: [Melissa Taylor-Salvador](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:42:40 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Melissa Taylor-Salvador**
My email address is **lissa_chan27@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Melissa Taylor-Salvador

From: [Marilynn McGeehan](mailto:info@sfcta.org)
To: info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: SAVE WEST PORTAL!!!
Date: Saturday, April 20, 2024 5:41:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

***Thank you,
Marilynn McGeehan
1800 15th Avenue
San Francisco, CA 94122***

From: [Terri Klein](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:36:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Terri Klein**
My email address is **terriklein@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Terri Klein

From: [Jennifer Parker](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:35:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jennifer Parker**

My email address is **jennifertparker@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jennifer Parker

From: [Sungra Cheon](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:29:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sungra Cheon**
My email address is **stelrah@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sungra Cheon

From: [Abigail Metz](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:29:41 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Abigail Metz**
My email address is **abbymetz91@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Abigail Metz

From: [Harry Shonteff](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:29:32 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Harry Shonteff**
My email address is **hshonteff@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Harry Shonteff

From: [Tracey Shonteff](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:29:32 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Tracey Shonteff**
My email address is **TShonteff@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tracey Shonteff

From: [Cheryl Ewers](#)
To: [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Cc: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Port & Ulloa Intersection
Date: Saturday, April 20, 2024 5:28:55 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Cheryl W. Ewers
Neighborhood Resident
2670 16th Avenue

Sent from my iPhone

From: [Marie Lee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:19:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marie Lee**

My email address is **marie94116@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Marie Lee

From: [Ikuko Sullivan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:18:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ikuko Sullivan**
My email address is **isatoda@sonic.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ikuko Sullivan

From: [Janet Barron](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: RE: Your horrible plan for West Portal
Date: Saturday, April 20, 2024 5:18:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

PLEASE do NOT limit cars on West Portal. Having lived in San Francisco for over 50 years, I rely heavily on the local businesses on West Portal. Install a traffic light if you need to capitalize on our recent tragedy.

Janet Barron
124 Galewood Circle
San Francisco, CA 94131

From: [Matthew Dutrow](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:16:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Matthew Dutrow**
My email address is **dutrowm@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Matthew Dutrow

From: [Stephanie Sgro](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:14:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stephanie Sgro**
My email address is **stephsgro@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Stephanie Sgro

From: [Rodney Wair](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:07:03 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rodney Wair**
My email address is **r.wair@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Rodney Wair

From: [Jane Wair](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 5:03:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jane Wair**

My email address is **janewair@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jane Wair

From: [Judy Piccini](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:56:40 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Judy Piccini**
My email address is **jdpiccini@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Judy Piccini

From: [Pat Dunbar](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:51:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Pat Dunbar**
My email address is **pdunbar@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Pat Dunbar

From: [Bill Jackson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:49:40 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Bill Jackson**
My email address is **bjacksonsf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Bill Jackson

From: [Stephanie Hill](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:49:13 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stephanie Hill**
My email address is **hillste2006@mac.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Stephanie Hill

From: [Catherine Viehweg](mailto:Catherine.Viehweg@sfcta.org)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:40:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Catherine Viehweg**
My email address is **cathy@viehweg.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Catherine Viehweg

From: [Goldie Portolos Nam](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:36:42 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Goldie Portolos Nam**
My email address is **goldienam@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Goldie Portolos Nam

From: [Chris Pollino](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:36:29 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Chris Pollino**
My email address is **cpollino1@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Chris Pollino

From: [Cole Pollino](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:36:27 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cole Pollino**
My email address is **pollino.cole1@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Cole Pollino

From: [Reid Pollino](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:35:27 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Reid Pollino**
My email address is **reidpollino@gmail.com**

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Sincerely,
Reid Pollino

From: [ELIZABETH NORONHA](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:24:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **ELIZABETH NORONHA**
My email address is **libbynoronha@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
ELIZABETH NORONHA

From: [Cynthia Coyne](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:24:19 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cynthia Coyne**
My email address is **coynesf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Cynthia Coyne

From: [Diana Childress](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:11:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Diana Childress**
My email address is **dinahchil@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Diana Childress

From: [Anastasia Fink](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:10:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anastasia Fink**
My email address is **sfink1420@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Anastasia Fink

From: [Anne Kiernan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:08:54 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anne Kiernan**
My email address is **aglk@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Anne Kiernan

From: [Carina Wallace](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:08:41 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carina Wallace**

My email address is **carinawallace824@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Carina Wallace

From: [Kathy Crabe](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:06:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathy Crabe**
My email address is **tallyhoagogo@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kathy Crabe

From: [Kale Heimam](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:04:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kale Heimam**

My email address is **kheiman@vonrocklaw.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kale Heimam

From: [Larry Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:04:10 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Larry Wong**
My email address is **lwong@flash.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Larry Wong

From: [Karen Pierotti](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:03:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Karen Pierotti**
My email address is **karenpierotti@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Karen Pierotti

From: [LaVive Kiely](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:03:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **LaVive Kiely**
My email address is **kielykids@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
LaVive Kiely

From: [Muriel Young](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:03:50 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Muriel Young**
My email address is **truffula7@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Muriel Young

From: [Kim Yee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:03:46 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kim Yee**
My email address is **kyee1976@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kim Yee

From: [molly Wang](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:56:27 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **molly Wang**
My email address is **mollysfields@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
molly Wang

From: [Lia Burke](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:56:23 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lia Burke**
My email address is **lia_burke@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Lia Burke

From: [Marsha Tse](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:56:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marsha Tse**
My email address is **marshaklee@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Marsha Tse

From: [Gail Green](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:56:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gail Green**

My email address is **gailgreen522@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gail Green

From: [Monica Ricci](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:42:34 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Monica Ricci**

My email address is **monica@monicaricci.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Monica Ricci

From: [ELIZABETH NORONHA](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:42:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **ELIZABETH NORONHA**
My email address is **libbynoronha@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
ELIZABETH NORONHA

From: [Amy Murphy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:35:39 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Amy Murphy**

My email address is **ammurphy1@dons.usfca.edu**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Amy Murphy

From: [aaron b](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); mtablead@sfmta.com
Subject: STRONGLY OPPOSE draft plans to limit car access to West Portal
Date: Saturday, April 20, 2024 3:35:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To whom it may concern,

I am writing to express my frustration and let my voice be known at how horrible of a proposal this is to limit cars in West Portal. I have many reasons for why I feel this way, but I will try to keep this concise.

I grew up just up the hill from West Portal and I am now 37 living close by. I am also disabled. Which brings me to one reason I am against this. With this proposal you are significantly limiting ways to access West Portal and making it extremely difficult to park on the first block. Not only is this affecting the senior and disabled community but you are doing a disservice to all the local stores and businesses in West Portal and especially on the first block. The fact of the matter is many people who live in and around West Portal drive, some limited because they are seniors, others because of disability, and some because they are stopping after or before work. This doesn't even count people driving from other parts of the city or commuting to the area. leaving the intersection as it is now will maintain easier access and parking spaces for everyone. This in turn helps keep local shops/businesses profitable.

Having spent many years in the area, and now spending time with my 4 year old nephew, I have always felt safe walking/crossing streets. In fact, I believe data would show this intersection/area doesn't have a high incident of injury or risk. While what happened in March was a tragedy, I honestly don't see how this proposal actually solves any issues. I am disappointed in what seems to be a knee jerk and EXTREME reaction. Shame on you for not collaborating with the businesses and residents of the area before suggesting such a drastic change (10 days is not sufficient). I implore you to retract this whole plan because this proposal is not a solution and instead has negative impacts to the area.

--

Aaron Baum M.S. ATC,

From: [Luca Cirie](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:32:23 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Luca Cirie**
My email address is **lucacirie@mac.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Luca Cirie

From: [Wilson Lau](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:31:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Wilson Lau**
My email address is **wlau784@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Wilson Lau

From: [Kathleen Lucey](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Cc: mtaboard@sfmta.com; [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal proposal feedback
Date: Saturday, April 20, 2024 3:23:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor Breed and Supervisor Melgar,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This proposal will adversely impact my family and my community. It is short sighted and ill-advised.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history.

The disrespectful lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

*Kathleen McKeon
20 Lenox Way
San Francisco, CA 94127*

From: [Margaret Parker](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:23:08 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Margaret Parker**
My email address is **parkmar@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Margaret Parker

From: [Jay Elliott](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:23:01 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jay Elliott**

My email address is **jayelliott415@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jay Elliott

From: [Andrew Sparks](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal
Date: Saturday, April 20, 2024 3:22:50 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Public Servants and Elected Officials of San Francisco,

I appreciate your intentions to improve San Francisco. I wanted to voice my opposition to changes to or closing of the intersection at West Portal. I'm a native San Francisco, former President of the Board of Directors of the Forest Hill Association, and a corporate partner at a global law firm. I ask you to please leave alone the intersection, which is generally quite safe and people drive slowly. I acknowledge and am deeply sad about the freak, tragic accident recently - I also have young kids. However, the proposed changes will cause significant harm to the merchants on West Portal, will hurt families in the area, and harm the neighborhood. I would support modest, incremental safety improvements, like some traffic bollards in key locations, better highlighting of crosswalks and things like that. Significant changes are not necessary, nor proportionate to the issue unfortunately.

Please do not harm our neighborhood. Thank you.

Best,
Andrew Sparks

From: [Andrew Fraknoi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:22:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Andrew Fraknoi**
My email address is **fraknoiandrew@fhda.edu**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly (I am 75), families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Andrew Fraknoi

From: [Nora Rooney](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:22:39 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nora Rooney**
My email address is **norarooney26@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Nora Rooney

From: [Christina Stephen](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:15:41 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Christina Stephen**

My email address is **christinastephen@mac.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

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Sincerely,
Christina Stephen

From: [Allen Tam](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:15:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Allen Tam**
My email address is **ahtam622@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Allen Tam

From: [D.B](#)
To: [D.B](#)
Subject: MTA draft plan for West Portal
Date: Saturday, April 20, 2024 3:14:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Donna Brown

From: [Oliver Mar](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal
Date: Saturday, April 20, 2024 3:06:23 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Oliver Mar

From: [Liam Reidy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:02:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Liam Reidy**
My email address is **reidypainting@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Liam Reidy

From: [Jean Bullard](#)
To: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Save West Portal
Date: Saturday, April 20, 2024 3:00:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To All,

As a 50 year resident of the West Portal neighborhood who prefers to "shop local", I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Jean Bullard

From: [Jill Kent](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:55:54 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jill Kent**
My email address is **jillckent@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jill Kent

From: [Stephanie Reidy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:55:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stephanie Reidy**
My email address is **stephreidy@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Stephanie Reidy

From: [Carolyn Selig](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:54:40 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carolyn Selig**
My email address is **carolyn.selig@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Carolyn Selig

From: [Rose-Ellen Fairgrieve](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:45:23 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rose-Ellen Fairgrieve**

My email address is **roseellen@fairgriewelaw.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Rose-Ellen Fairgrieve

From: [Kathleen Herlihy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:43:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathleen Herlihy**
My email address is **kathleensf@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Kathleen Herlihy

From: [Chiara Wine](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:43:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Chiara Wine**

My email address is **chiarawine@hotmail.com**

I am a voter and actively involved with the neighborhood and will do anything in my power to encourage having you all voted out of office for your short sighted and poorly conceived waste of money in this proposal.

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Chiara Wine

From: [Sarah Pelzner](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:43:05 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sarah Pelzner**

My email address is **sarahpelzner@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sarah Pelzner

From: [Kathy Heftman](#)
To: westportalproject@sfmta.com
Cc: [Safai, Ahsha \(BOS\)](#); [Board of Supervisors \(BOS\)](#)
Subject: West Portal Station Safety and Community Space Improvements.
Date: Saturday, April 20, 2024 2:35:42 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mr. Haagsman,

I respectfully object to closing street traffic around the West Portal Station to cars. I shop and patronize businesses on West Portal, socialize on West Portal, frequently visit the library, and bank on West Portal. My son went to West Portal Elementary School, and I frequently take the “K” along Ocean Ave. through West Portal, to the inner Sunset, and to Castro Street. I walk everywhere or I take MUNI. The area around the West Portal Station is noisy, windy, and cold most of the time. Outdoor gathering spaces would be a magnet for the homeless and wind-whipped trash.

My experience as a pedestrian and as a MUNI patron is that congestion and confusion around transit hubs is generally made worse for riders and pedestrians after, so called, improvements. For example, the Balboa Park Station has been designed so that there is NO smooth transfer for patrons from BART to MUNI and in the reverse. Elevators put patrons in confusing locations with poor signage. MUNI stops are scattered entirely outside the station and half a block or more away from BART entrances and exits. But, let’s talk about West Portal Station.

Stop signs and signals could be used very effectively in the area of the West Portal Station to direct and control cars. Why have the suggestions of the West Portal Merchants Association not been considered? It seems installing stop signs and more signals would be a great first step to calm and control traffic. Lots of new signals on Geneva Ave. near Mission St. and on Alemany Blvd. north of Geneva Ave. have slowed down traffic through the neighborhood a lot. Ask Supervisor Safari. Second, when there is congestion and/or traffic, why not deploy a whistle-blowing traffic cop with motorcycle backup to ticket scofflaws? All over the city, the increasing number of reckless and distracted drivers begs for enforcement against drivers.

Additionally, why are rest stops and layovers for drivers right smack dab in the middle of the congestion at the West Portal tunnel entrance? As a pedestrian, it’s hard to see and be seen around a bus parked for a rest/layover stop near a crosswalk. Why does persistent congestion in the tunnel lead to streetcars stalled for half a block outside the entrance? Why not radio trains to hold at actual stops farther out? Why do MUNI workers park all day along Lennox, making it difficult for parents of students, library patrons, and restaurant/shop patrons to find parking? Why not give employees Clipper cards? MUNI can go a long way to making the area more safe and convenient for pedestrians.

I respectfully suggest that neighborhood recommendations and concerns of actual pedestrians be given serious consideration.

Best regards,

Kathy Heftman
671 Edinburgh St.
San Francisco, CA 94112

From: [Karen Eggert](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:34:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Karen Eggert**
My email address is **keggertsf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Karen Eggert

From: [Diane Garfield](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:33:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Diane Garfield**
My email address is **diangarf@sfsu.edu**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

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Sincerely,
Diane Garfield

From: [sf.casa](#)
To: [Tumlin, Jeffrey \(MTA\)](#); [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Cc: [mtaboard@sfmta.com](#); [info@sfcta.org](#); [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal - Breed & Melgar putting politics before safety
Date: Saturday, April 20, 2024 2:32:26 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Once again, Melgar prioritizes her political ambitions above the safety of West Portal. Not surprised.

Sincerely,
Cindy Honchell (resident of West Portal)

From: [Joanne Cleary](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:25:03 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Joanne Cleary**
My email address is **joanne16@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Joanne Cleary

From: [Jennifer Drolet](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:18:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jennifer Drolet**
My email address is **sfdrolet@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jennifer Drolet

From: [Tom Rabaut](#)
To: [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Cc: [Tumlin, Jeffrey \(MTA\)](#); mtaboard@sfmta.com; [Peskin, Aaron \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [SFOSB \(ECN\)](#); info@sfcta.org
Subject: Community Input Needed on West Portal/Ulloa Intersection Changes
Date: Saturday, April 20, 2024 2:13:07 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisor Melgar & Mayor Breed

I am writing to express my strong opposition to the proposed changes at the West Portal/Ulloa intersection. As a long-time resident of West Portal, I am acutely aware of the persistent issues of speeding and failure to yield, which pose significant dangers in our community. Despite the installation of multiple speed bumps, these problems persist.

My concern with the current proposal is twofold. First, it appears to have been developed hastily without a comprehensive traffic study to understand the underlying causes of these dangerous conditions thoroughly. Second, there is no assessment of how the changes might redistribute traffic to surrounding streets such as Wawona, Madrone, Forest Side, Funston, Vicente, and 14th Avenue, potentially exacerbating the risk to pedestrians.

I urge the city council to reconsider this proposal and to engage with the community in developing a more thoughtful approach that includes a detailed study of traffic patterns and safety impacts. I believe a collaborative approach will result in a safer and more acceptable solution for all parties involved.

I am keen to discuss this matter further and am available for any meetings or forums where my input might be helpful. Thank you for considering my concerns.

Sincerely,
Tom Rabaut
trabaut@gmail.com
415.688.5210
2478 14th Ave, San Francisco, CA 94116

From: [Danielle Casey Callaghan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:06:08 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Danielle Casey Callaghan**
My email address is **callaghandanielle@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Danielle Casey Callaghan

From: [Diane Campbell](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Ridiculous Proposed Changes to West Portal
Date: Saturday, April 20, 2024 2:03:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board Members:

Following is a suggested response to the City's proposed changes to the West Portal shopping corridor. I am using it, because I agree with it in full. To add, West Portal is very near to my home and is a favorite place to shop and dine out. As a senior not easily able to use public transportation, it is already difficult to navigate due to loss of parking spaces from the many restaurant parklets and enforced parking time limits. Please do not muck up this charming area of The City.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Sincerely,

Diane M. Campbell
Sent from my iPhone

From: [Diane Linehan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:03:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Diane Linehan**
My email address is **dilinehan@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Diane Linehan

From: [Tammy Leong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:53:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Tammy Leong**
My email address is **tammymleong@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tammy Leong

From: [Paul Dimitre](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:52:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Paul Dimitre**

My email address is **czardmitri@sonic.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Paul Dimitre

From: [Gillian Lent](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:46:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gillian Lent**
My email address is **gstoss415@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan. This plan also ignores the consequences of mitigating traffic to the other neighboring intersections that are not equipped for an increase in traffic.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA. In addition, limiting the timing for the survey and data collection during low peak hours will only show skewed data that will only support the political agenda. West Portal deserves thorough data and surveying for all hours of the day 7 days a week when there is high and low car/foot traffic. The L Taraval project has only worsened the confusion and traffic in West Portal, any data collected will not be relevant once the L Taraval project is over.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gillian Lent

From: [Robert Cole](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:36:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Robert Cole**
My email address is **rmcr.rob@gmail.com**

STOP NEGATIVELY IMPACTING LOCAL BUSINESS!!!

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,

Robert Cole

From: [Greg Tribulato](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:35:50 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Greg Tribulato**

My email address is **decoder.wrath0z@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Greg Tribulato

From: [Duncan, Jacque](#)
To: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: FW: Please STOP the West Portal/Ulloa Intersection closure!!!
Date: Saturday, April 20, 2024 1:33:05 PM
Importance: High

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisor Peskin and members of the MTA, CTA and Board of Supervisors,

I have never emailed you about anything before, but I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Please do NOT implement the changes proposed by Supervisor Melgar and Mayor London Breed, for the sake of our West Portal neighborhood.

Sincerely,

Jacque Duncan, MD
Chair and Distinguished Professor
Department of Ophthalmology
University of California, San Francisco
Wayne and Gladys Valley Center for Vision
490 Illinois Street, #53A
San Francisco, CA 94158

415-514-4241 (academic)

415-353-2020 (clinical)

I often work on email outside of work hours, but if you've received this message outside of your usual work hours, I don't expect a response until you are back in the office.

From: [Scott Garlow](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:27:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Scott Garlow**
My email address is **miagarlow@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Scott Garlow

From: [Mary Cole](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:27:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mary Cole**
My email address is **mcolesf@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mary Cole

From: [Sharon Porter](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:27:01 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sharon Porter**

My email address is **mrsporter2000@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sharon Porter

From: [Kurt Bruneman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:26:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kurt Bruneman**
My email address is **copskid@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kurt Bruneman

From: [Mari Eliza](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:18:54 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mari Eliza**
My email address is **zrants@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

ALL THE CANDIDATES RUNNING FOR OFFICE SHOULD BE CLEAR ON HOW THEY INTEND TO MANAGE THE SFMTA IF ELECTED. THIS IS A PIVOTAL ISSUE.

Sincerely,
Mari Eliza

From: [Natalie Delagnes Talbott](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:18:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Natalie Delagnes Talbott**
My email address is **ndelagnes@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Natalie Delagnes Talbott

From: [Emily Cedrone](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:16:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Emily Cedrone**
My email address is **emily.cedrone@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Emily Cedrone

From: [Edward Cuadro](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:16:26 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Edward Cuadro**
My email address is **ecuadro1253@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Edward Cuadro

From: [jonathan Major](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:16:26 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **jonathan Major**
My email address is **jonathan.r.major@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
jonathan Major

From: [William Siebert](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:14:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **William Siebert**
My email address is **ceebirt@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
William Siebert

From: [Peter Elden](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:14:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Peter Elden**

My email address is **peterelden@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Peter Elden

From: [Claudine Hallisy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:07:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Claudine Hallisy**
My email address is **hallisy@stanne.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Claudine Hallisy

From: [Leslie Saperstein](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Save West Portal Neighborhood and Businesses
Date: Saturday, April 20, 2024 1:07:42 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Supervisors:

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. Have you seen what is happening on Valencia Street? Do you want more small businesses boarded up in San Francisco? West Portal is still a thriving neighborhood, and this plan could have devastating effects. I assume this proposal was created due to the recent tragic accident, but there is no correlation between what happened and the proposed changes to West Portal. In fact, no cause for the accident has yet to be released, but a week after the incident, MTA publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Another Concerned SF resident,
Leslie Saperstein

From: [David Cuadro](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 1:01:41 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **David Cuadro**

My email address is **david.s.cuadro@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
David Cuadro

From: [Michelle Viguie](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:54:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michelle Viguie**
My email address is **viguie1462@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Michelle Viguie

From: [Kathleen Murphy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:51:34 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathleen Murphy**
My email address is **wgauntiebobo@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kathleen Murphy

From: [Myfanwy Ozeroff](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:51:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Myfanwy Ozeroff**
My email address is **mjozeroff@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Myfanwy Ozeroff

From: [Charles Perkins](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:50:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Charles Perkins**
My email address is **cperkinssf@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Charles Perkins

From: [Cara Garcia](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:50:32 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cara Garcia**
My email address is **caramgarcia@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Cara Garcia

From: [James Ferry](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:44:08 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **James Ferry**
My email address is **jfrobinhood@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
James Ferry

From: [Lisa Paganini](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:44:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lisa Paganini**
My email address is **Pagssf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Lisa Paganini

From: bullardamelie
To: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Breed, Mayor London \(MYR\)](#)
Date: Saturday, April 20, 2024 12:43:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Thank you,
Amelie Bullard

From: [Tyler Kelly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:43:07 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Tyler Kelly**
My email address is **tkelly22@siprep.org**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tyler Kelly

From: [Mike Orlando](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:39:54 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mike Orlando**
My email address is **heymo65@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Mike Orlando

From: [Georgette Musante](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:36:40 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Georgette Musante**
My email address is **sfdogma@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Georgette Musante

From: [Carol Sakamoto](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:29:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carol Sakamoto**
My email address is **cdsakamoto@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Carol Sakamoto

From: [Anette Ayala](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:29:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anette Ayala**
My email address is **ayalaanette@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Anette Ayala

From: [Michael Ogi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:29:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Ogi**
My email address is **ogimich@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Michael Ogi

From: [Colleen Durkin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:29:10 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Colleen Durkin**

My email address is **fungaltech2000@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Colleen Durkin

From: [Andrew Lipsett](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:29:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Andrew Lipsett**
My email address is **duh86@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Andrew Lipsett

From: [Rowina Ng](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:21:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rowina Ng**
My email address is **molinalley83@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Rowina Ng

From: [Maureen OConnor](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:20:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Maureen OConnor**
My email address is **moinsf@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Maureen OConnor

From: [ROBERT GEASE](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:18:50 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **ROBERT GEASE**
My email address is **robgease@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
ROBERT GEASE

From: [Angela Tickler](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:18:23 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Angela Tickler**
My email address is **angela.tickler@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Angela Tickler

From: [Laura Kelly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:17:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Laura Kelly**
My email address is **kelly94127@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Laura Kelly

From: [Cornell Lee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:17:46 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cornell Lee**
My email address is **corny1215@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cornell Lee

From: [Mary Holder](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal traffic plan
Date: Saturday, April 20, 2024 12:16:32 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I live in Forest Hill and frequently shop on West Portal Avenue. The shopping area is our village. I am a senior and at the times I go many other people shopping and walking are seniors. Many drive to get there. I sometimes drive but with the addition of parklets parking has become difficult and when I can I walk or take Muni. I am slightly mobility impaired and sometimes driving is my only option.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. I value the businesses on West Portal and want to see them continue. They are huge in providing community for seniors and others who would otherwise be isolated.

I believe that a more clear-eyed assessment of the traffic challenges needs to be made. The intersection is not without its dangers but this so-called solution is not wise. It would worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Yours,

Mary Holder

21 Marcela Ave, SF 94116

415 595 0372

From: [Leigh Ann Parente](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Cc: mtableard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal Proposal
Date: Saturday, April 20, 2024 12:09:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please register my **STRONG OPPOSITION** to the MTA plan to close the intersection of West Portal and Ulloa to car traffic.

I am in West Portal regularly, for: banking, postal services, restaurants, to visit friends, and to shop. I understand why you might think that the West Portal neighborhood is well served by Muni, and it is! However, I live in the nearby Twin Peaks neighborhood, and have absolutely ZERO transit options. I have mobility issues, and can't walk the mile down (then back up) Clarendon Avenue to the nearest Muni stop from my house. This plan would significantly impinge my ability to get to and from West Portal.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on the nearby residential streets, decimate the local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Please do not move forward with this plan.

Leigh Ann Parente
Active San Francisco Voter

From: [Paris Glass](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:07:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Paris Glass**
My email address is **pgts1945@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Paris Glass

From: [Kaitlin Kelly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:07:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kaitlin Kelly**
My email address is **kaitlin7rose@yahoo.com**

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Sincerely,
Kaitlin Kelly

From: [Barry Fishman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:07:25 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Barry Fishman**

My email address is **barryfishman1@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Barry Fishman

From: [Melissa Glass](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:07:19 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Melissa Glass**
My email address is **melissa.glass2@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Melissa Glass

From: [Jason Ortiz](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:07:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jason Ortiz**
My email address is **dj_hason7@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jason Ortiz

From: [Kathryn Chang](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:07:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathryn Chang**
My email address is **kathryn_v@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kathryn Chang

From: [Ellen Fishman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:01:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ellen Fishman**

My email address is **ellenfishman@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ellen Fishman

From: [Walter Kent](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:00:13 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Walter Kent**
My email address is **walter.kent.jr@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Walter Kent

From: [Antonio Martinez](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:57:55 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Antonio Martinez**
My email address is **fuspammer@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Antonio Martinez

From: [Julia Kelly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:57:23 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Julia Kelly**
My email address is **julia7rose@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Julia Kelly

From: [Athina Chernis](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:50:07 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Athina Chernis**
My email address is **achernis06@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Athina Chernis

From: [Aurora Chernis](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:49:57 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Aurora Chernis**
My email address is **rorygrace04@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Aurora Chernis

From: [Scott Chernis](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:49:55 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Scott Chernis**
My email address is **schernis@mac.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Scott Chernis

From: [Gabrielle Chernis](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:49:49 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gabrielle Chernis**
My email address is **gabrielle.chernis1@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Gabrielle Chernis

From: [Linda Simonin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:49:47 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Linda Simonin**
My email address is **Linda@theSloans.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Linda Simonin

From: [John OBrien](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:49:31 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **John OBrien**
My email address is **hiberniafc@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
John OBrien

From: [Joe Rogers](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:39:05 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Joe Rogers**
My email address is **jrogers_452@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Joe Rogers

From: [Sally Chow](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal Ave redesign-NO
Date: Saturday, April 20, 2024 11:39:05 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

From: [Elizabeth Heuser](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:39:03 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Elizabeth Heuser**
My email address is **esh24@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Elizabeth Heuser

From: [Deborah Selmi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:38:53 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Deborah Selmi**
My email address is **dsbeyer@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Deborah Selmi

From: [Frances Hochschild](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:38:52 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Frances Hochschild**
My email address is **fhochschild@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Frances Hochschild

From: [Lena Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:38:43 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lena Wong**
My email address is **Renonv86@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Lena Wong

From: [Grant Ingram](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:33:03 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Grant Ingram**
My email address is **grant.ingram@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Grant Ingram

From: [Hilary Smith](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:32:54 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Hilary Smith**
My email address is **smith-mahon@juno.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Hilary Smith

From: [suzanne Dumont](mailto:suzanne.Dumont)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:32:45 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **suzanne Dumont**
My email address is **zangsf1@gmail.com**

SAVE our local businesses, already struggling to keep doors open!!!!!!!!!!!!!!
Remove those silly Covid outdoor eating spaces so people can park!!!
I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,

suzanne Dumont

From: [Cynthia Selmi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:32:36 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cynthia Selmi**

My email address is **cindyinprovece@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Cynthia Selmi

From: [Elisa Smith](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:27:12 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Elisa Smith**

My email address is **elisa_smith1@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Elisa Smith

From: [Lisa J. Anderson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:27:10 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lisa J. Anderson**
My email address is **lisajillian.anderson@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lisa J. Anderson

From: [Peter Nam](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:26:58 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Peter Nam**

My email address is **pndesign@pacbell.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Peter Nam

From: [Irene Deutsch](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:21:02 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Irene Deutsch**
My email address is **ideut8@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Irene Deutsch

From: [Patrick Skain](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:20:48 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Patrick Skain**
My email address is **patskain@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Patrick Skain

From: [Saw Lim-Skain](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:15:17 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Saw Lim-Skain**
My email address is **sawlim@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Saw Lim-Skain

From: [Kate Qvale](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:13:50 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kate Qvale**
My email address is **kateqvale@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Kate Qvale

From: [Ryan Murphy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:05:11 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ryan Murphy**
My email address is **ryanmurphyc@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ryan Murphy

From: [Vanessa Pacheco](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 11:02:26 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Vanessa Pacheco**
My email address is **vanessalp@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Vanessa Pacheco

From: [Linda Mathews](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:59:56 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Linda Mathews**
My email address is **linda.mathews@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Linda Mathews

From: [Patricia Wise](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:59:01 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Patricia Wise**
My email address is **pawise52@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Patricia Wise

From: [Lisa Klinck-Shea](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:57:56 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lisa Klinck-Shea**

My email address is **lisa.klinckshea@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lisa Klinck-Shea

From: [Carol Bass](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:30:40 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carol Bass**
My email address is **annswede22@msn.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Carol Bass

From: [Phil Luongo](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:30:39 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Phil Luongo**
My email address is **pluongo@mac.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. It will also increase traffic and the potential for accidents in other intersections nearby.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Phil Luongo

From: [Juliana Neilson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:24:27 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Juliana Neilson**
My email address is **jrtn@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Juliana Neilson

From: [Jessica Baca](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:22:45 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jessica Baca**

My email address is **jess.torrigino@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jessica Baca

From: [Karl Leong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:20:29 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Karl Leong**
My email address is **killak9@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Karl Leong

From: [Andrew Tarantola](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:16:08 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Andrew Tarantola**
My email address is **andrew.tarantola@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Andrew Tarantola

From: [Karen Tarantola](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:16:03 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Karen Tarantola**
My email address is **karen.tarantola@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Karen Tarantola

From: [Rodney Leong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 10:06:03 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rodney Leong**
My email address is **rleong@rocketmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Rodney Leong

From: [Sylvia Yau](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#)
Subject: West Portal Project
Date: Saturday, April 20, 2024 10:02:11 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am a 40-year resident of the West Portal neighborhood. While some elements of the MTA's West Portal Project merit consideration, I feel that it is premature and misguided, and I fully support the West Portal Merchants Association's opposition to the proposal and emphatically agree that the process by which the MTA, Mayor Breed and Supervisor Melgar arrived at this proposal is **reckless and irresponsible**.

Changes to traffic patterns all have consequences, and the proposal does not include how these consequences will be addressed. For me the most concerning are the effects that the proposed changes will have on the streets surrounding the immediately affected areas, specifically Claremont, Portola and Wawona Streets, which will bear the brunt of the redirected traffic. I live half a block from the Dewey Circle and experience daily the risks involved in driving or walking in and around the circle. Taraval Street has been undergoing construction for years now, and the disruption has affected countless businesses on that street, not to mention commuters and pedestrians.

I urge you to slow down, and listen to the stakeholders—really listen.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done

for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Send to this group:

mtaboard@sfmta.com

melgarstaff@sfgov.org

mayorlondonbreed@sfgov.org

info@sfcta.org

sfosb@sfgov.org

board.of.supervisors@sfgov.org

aaron.peskin@sfgov.org

PLEASE FORWARD THIS MESSAGE to all people and groups who are invested in this issue. We will need all the help we can get. KEEP WEST PORTAL OPEN!

**Deidre Von Rock,
President, WPMA**

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mtaboard@sfmta.com

melgarstaff@sfgov.org

mayorlondonbreed@sfgov.org

info@sfcta.org

sfosb@sfgov.org

board.of.supervisors@sfgov.org

aaron.peskin@sfgov.org

PLEASE FORWARD THIS MESSAGE to all people and groups who are invested in this issue. We will need all the help we can get. KEEP WEST PORTAL OPEN!

Deidre Von Rock,

President, WPMA

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).



From: [Michelle Lever](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:47:50 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michelle Lever**

My email address is **flabby.seaters_0g@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Michelle Lever

From: [SON-SF SON-SF](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:40:41 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **SON-SF SON-SF**
My email address is **info@sonsf.org**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
SON-SF SON-SF

From: [Michele Hurabiell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:30:51 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michele Hurabiell**

My email address is **michelebeasley@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Michele Hurabiell

From: [Wendy Darrow](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:29:32 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Wendy Darrow**
My email address is **01genome.dahlia@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Wendy Darrow

From: [Barry Wong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:29:31 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Barry Wong**
My email address is **bearyw@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Barry Wong

From: [Renee Lazear](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:12:24 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Renee Lazear**
My email address is **redpl@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Renee Lazear

From: [Heather Luongo](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:12:19 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Heather Luongo**

My email address is **heather.luongo@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Heather Luongo

From: [Brandi Tribulato](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:11:59 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Brandi Tribulato**

My email address is **decoder.wrath0z@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Brandi Tribulato

From: [John Groshong](#)
To: [Peskin, Aaron \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [info@sfcta.org](#); [jeffrey.tumlin@sfgov.org](#); [Tumlin, Jeffrey \(MTA\)](#); [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [mtaboard@sfmta.com](#); [SFOSB \(ECN\)](#)
Subject: Proposed West Portal Changes
Date: Saturday, April 20, 2024 9:10:39 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Simply placing a traffic signal at the intersection of Ulloa and West Portal, along with stop signs along Ulloa, west of West Portal will increase pedestrian safety and control traffic flow of autos and Muni trains and busses. It is not only a simple fix, but it will also save the

City an immense amount of money.

Signed,
John Groshong

From: [Elizabeth McCormick](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:07:17 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Elizabeth McCormick**
My email address is **lizzieminigirl@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Elizabeth McCormick

From: [Mary Lordan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 9:07:14 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mary Lordan**

My email address is **marylordan3@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mary Lordan

From: [Jeanine M. Donohue](mailto:Jeanine.M.Donohue@sfmta.com)
To: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Proposed changes to West Portal/Ulloa intersection
Date: Saturday, April 20, 2024 9:06:52 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

All-

My family and I have lived on 21st Avenue between Ulloa and Vicente since 2006. Currently, I work downtown three times a week and my children take Muni every day to attend high school. With the L Taraval streetcar being down, we either park on Ulloa to get to the West Portal Station or on days when I work from home, I drop my kids off at West Portal station to take the streetcar downtown. We therefore are on West Portal every weekday and are also on West Portal at least two to three times on a weekend.

The deaths of the entire diOlivera and Pinto family are horrifying. I heard the sirens that day while home and was actually up on West Portal a few minutes after the accident. My family waits at that bus stop a couple of times a week and it is unbearable to think about what happened there.

I have reviewed the proposed changes to the West Portal and Ulloa intersection. It is a very confusing and awkward intersection but the knee jerk reaction changes proposed are just that-no one from the City canvassed our neighborhood or the merchants before this proposed change. Currently, there is nowhere to drop off someone taking the streetcar at the West Portal station and in the morning, cars stop all over the place in order to do the drop off Muni riders-it appears that no one from MTA even considered this. Additionally, anyone who lives in this neighborhood knows the heavy congestion that occurs on Vicente at West Portal and 14th Avenue at West Portal around 3:30 pm when harried parents are carting around their off-spring to various afterschool activities. With the incredibly poor thought out proposed MTA Plan, that congestion will only get worse.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and

frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

I vote. My high school kids are now 18 and vote. This hastily and ill planned proposal appears to be nothing but a political move. No one checked with the people who this actually impacts-the neighbors and the merchants of West Portal. I am asking that the MTA plan be retracted and that a thoughtful traffic calming plan be proposed after town halls with the actual people who will be impacted by any changes.

Jeanine M. Donohue
2541 21st Avenue
San Francisco, CA 94116

--

Jeanine M. Donohue

From: [Eddy Sapiro](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:49:49 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Eddy Sapiro**

My email address is **hiatal-curly-0h@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Eddy Sapiro

From: [Anna Kegulski](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:48:49 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anna Kegulski**
My email address is **akegulski@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Anna Kegulski

From: [Alyse Ceirante](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:34:51 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alyse Ceirante**

My email address is **honorlabor@hotmail.com**

STOP PRETENDING TO CARE ABOUT SMALL BUSINESSES WHEN YOU DO EVERYTHING YOU CAN TO DESTROY THEM!!!

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Alyse Ceirante

From: [Nicole Sorhondo](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:23:31 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nicole Sorhondo**
My email address is **euskalduna@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Nicole Sorhondo

From: [Marc Joseph Rabideau](mailto:Marc.Joseph.Rabideau@sfcta.org)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 8:09:36 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marc Joseph Rabideau**
My email address is **marcrabideau@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Marc Joseph Rabideau

From: [Chris Courtney](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 7:40:11 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Chris Courtney**
My email address is **c_courtney@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Chris Courtney

From: [Sally Van Loon](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Do Not change West Portal
Date: Saturday, April 20, 2024 7:08:21 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

~Steve Dobrus resident/home owner

Sent from my iPhone

~Sally

From: [Sally Van Loon](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Do not change West Portal
Date: Saturday, April 20, 2024 7:06:59 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

~Sally Van Loon resident

Sent from my iPhone

~Sally

From: [Melanie Manning](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:18:41 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Melanie Manning**

My email address is **manning9000@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Melanie Manning

From: [Brad McMillan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 6:18:39 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Brad McMillan**
My email address is **mcmillan@viselect.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Brad McMillan

From: [Paul Mohun](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:42:22 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Paul Mohun**
My email address is **prm5@georgetown.edu**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Paul Mohun

From: [Sandy Reiburn](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:34:20 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sandy Reiburn**
My email address is **sandyr11217@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sandy Reiburn

From: [Catherine Eandi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 4:16:59 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Catherine Eandi**
My email address is **catherine.eandi@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Catherine Eandi

From: [WENDY Liu](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 3:35:12 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **WENDY Liu**

My email address is **Wendythecutter@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
WENDY Liu

From: [Stephen Martin-Pinto](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:32:59 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stephen Martin-Pinto**

My email address is **stephen@stephenmartinpinto.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Stephen Martin-Pinto

From: [Lysa Lewin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 2:10:55 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lysa Lewin**
My email address is **lysalew@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Lysa Lewin

From: [Sandra Fullerton](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:48:24 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sandra Fullerton**

My email address is **sandrafullerton@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Sandra Fullerton

From: victoire.reynal
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:39:57 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **victoire reynal**

My email address is **brawny_pouch_0b@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
victoire reynal

From: [Josephine Zhao](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:39:24 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Josephine Zhao**
My email address is **josephine_zhao@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Josephine Zhao

From: [Allene Jue](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Saturday, April 20, 2024 12:03:28 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Allene Jue**
My email address is **allenejue@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Allene Jue

From: [Jill Milestone](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 11:57:12 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jill Milestone**
My email address is **jillssnapshots@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jill Milestone

From: [Penny Vardakastanis](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 11:29:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Penny Vardakastanis**
My email address is **ppries21@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Penny Vardakastanis

From: [Christine Fisher](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 11:18:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Christine Fisher**
My email address is **cfisher@mba1996.hbs.edu**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Christine Fisher

From: [Vivien Brown](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 11:14:32 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Vivien Brown**

My email address is **vgonzalezbrown5@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Vivien Brown

From: [Caitlin Connolly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 10:44:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Caitlin Connolly**
My email address is **connolly03@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Caitlin Connolly

From: [Jen Okeeffe](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 10:19:03 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jen Okeeffe**
My email address is **jokeeffe83@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Jen Okeeffe

From: [Richard Charney](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 10:18:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Richard Charney**
My email address is **nyeta@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Richard Charney

From: [Vittorio Durzo](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 10:04:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Vittorio Durzo**
My email address is **evervit@yahoo.it**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Vittorio Durzo

From: [Felicia Valmonte](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 10:04:51 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Felicia Valmonte**
My email address is **feliciav@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Felicia Valmonte

From: [Michael Valmonte](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 10:03:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Valmonte**
My email address is **valmonte@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Michael Valmonte

From: [Greg Syler](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 9:23:26 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Greg Syler**
My email address is **sivakitty@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Greg Syler

From: [Aine Lyons](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 9:13:17 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Aine Lyons**
My email address is **ainelyonsty@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Aine Lyons

From: [Joseph Ramos](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 9:11:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Joseph Ramos**
My email address is **coachexec@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Joseph Ramos

From: [Jessica Torrigino](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 9:11:24 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jessica Torrigino**
My email address is **jess.torrigino@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jessica Torrigino

From: [Nicole Hauscarriague](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 9:08:01 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nicole Hauscarriague**
My email address is **nhaus2@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Nicole Hauscarriague

From: [Anna marie Dunne](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 8:54:26 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anna marie Dunne**
My email address is **annadunne75@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Anna marie Dunne

From: jacqueline.berterretche
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 8:50:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **jacqueline berterretche**
My email address is **jackieb@granitevc.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
jacqueline berterretche

From: [Evelyne Barreneche](mailto:Evelyne.Barreneche@sfcta.org)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 8:50:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Evelyne Barreneche**
My email address is **Rbarrenech@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Evelyne Barreneche

From: [Luana Letele](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 8:49:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Luana Letele**
My email address is **lletele@sbcglobal.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Luana Letele

From: [Kat Regan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 8:41:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kat Regan**
My email address is **meemom@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Kat Regan

From: [Mike Regan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 8:41:24 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mike Regan**
My email address is **myoldgoat@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Mike Regan

From: [Erin Murphy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 8:41:10 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Erin Murphy**

My email address is **minimurph22@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Erin Murphy

From: [John Smith](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 8:26:54 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **John Smith**

My email address is **felinelotus@protonmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
John Smith

From: [Byron Sakamoto](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 7:48:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Byron Sakamoto**
My email address is **bts4birdie@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Byron Sakamoto

From: [Rosemary Mckay](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 7:40:51 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rosemary Mckay**
My email address is **siobhanorford@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Rosemary Mckay

From: [Diane McKie](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 7:28:01 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Diane McKie**
My email address is **diane.mckie@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Diane McKie

From: [Ira Schneiderman](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 7:24:25 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ira Schneiderman**
My email address is **schneido@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ira Schneiderman

From: [Paul Dohrmann](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 7:24:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Paul Dohrmann**
My email address is **kuyatheone@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Paul Dohrmann

From: [John Dowling](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 7:24:07 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **John Dowling**

My email address is **dowlingelectric@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
John Dowling

From: [Angela O'Neill](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 7:23:39 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Angela O'Neill**
My email address is **oneill.angela4@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Angela O'Neill

From: [Grazia Monares](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 7:06:04 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Grazia Monares**
My email address is **gmonares67@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Grazia Monares

From: [Thomas Golden](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 6:59:39 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Thomas Golden**
My email address is **tgolden70@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Thomas Golden

From: [Marilyn Flynn](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 6:53:42 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marilyn Flynn**

My email address is **lynn.flynn@realestatesf.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Marilyn Flynn

From: [Bridget Breslin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 6:45:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Bridget Breslin**

My email address is **bridgetbreslin@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bridget Breslin

From: [W FRANCIS 2](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Forest Hill Association](#)
Subject: Closing Traffic Off West Portal Avenue for Muni Only
Date: Friday, April 19, 2024 6:44:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear San Francisco Supervisors and Mayor,

West Portal Avenue is a quintessential village in a big city. We love this area because of the village feel.

We have lived here since 1984 and enjoy walking and visiting the local shops and restaurants on West Portal Avenue. Please do not cut off traffic on West Portal Avenue because it would affect the local businesses there.

San Francisco neighborhoods suffer from high crime rates, and tourists do not want to come to San Francisco. Making West Portal Avenue for Muni only is like squeezing the neck of a singing bird (local businesses here) and making it gasp for air. The local businesses need visitors to patronize them to stay in business. They cannot survive without traffic and commerce. Stopping local traffic from going through West Portal Avenue would discourage visitors and patrons from coming to this area.

Please hear our opposition to this Close-Off traffic proposal to the West Portal area.

Respectfully submitted,

Wanyee Francis
320 Dorantes Avenue, San Francisco, CA 94116
(415) 533 1628
wanyeefrancis2020@gmail.com

From: [Bernadette Andrews](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 6:38:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Bernadette Andrews**

My email address is **bernadettehyl@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Bernadette Andrews

From: [Beth Fox](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 6:29:55 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Beth Fox**
My email address is **ehfox1013@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Beth Fox

From: [Brendan Cadam](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 6:28:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Brendan Cadam**
My email address is **cadamb@protonmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Brendan Cadam

From: [Breeda Kenneally](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 6:27:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Breeda Kenneally**
My email address is **kenneallybreeda@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Breeda Kenneally

From: [Patrick Connolly](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 6:25:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Patrick Connolly**
My email address is **connolly03@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Patrick Connolly

From: [Caitriona Supple](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 6:25:46 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Caitriona Supple**
My email address is **caitrionasupple@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Caitriona Supple

From: [Julianne Okeefe](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 6:25:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Julianne Okeefe**
My email address is **jnokeefe@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Julianne Okeefe

From: [Kathy Grogan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 6:10:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathy Grogan**
My email address is **kgrogan@hoodstrong.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kathy Grogan

From: [Stephanie Lima](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 6:06:12 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stephanie Lima**
My email address is **tjlina@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. It will also drastically increase the traffic and safety issues on residential streets like Wawona as alternatives to get to West Portal Avenue. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,

Stephanie Lima

From: [Janet McGee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:50:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Janet McGee**
My email address is **janetmcgee@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Janet McGee

From: [Christine Yoffe](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:49:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Christine Yoffe**
My email address is **yoffechristine@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Christine Yoffe

From: [Karen Mcdonald](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:47:46 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Karen Mcdonald**
My email address is **studiodredzhairsalon@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Karen Mcdonald

From: [Jim Horan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:47:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jim Horan**

My email address is **jimmyhoran@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jim Horan

From: [Jasmine Madatian](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:46:23 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jasmine Madatian**
My email address is **madatian.j@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jasmine Madatian

From: [Christine Kehoe](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:45:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Christine Kehoe**
My email address is **jandckehoe@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Christine Kehoe

From: [Ivy Tong](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:45:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ivy Tong**
My email address is **keylime314@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ivy Tong

From: [Jennifer Chin](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:45:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jennifer Chin**
My email address is **jenmchin@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Jennifer Chin

From: [Joseoh McFadden](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:39:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Joseoh McFadden**
My email address is **fadsmcfadden@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Joseoh McFadden

From: [Nancy Lee](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:39:42 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nancy Lee**
My email address is **nancygalelee@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Nancy Lee, West Portal Resident

Sincerely,

Nancy Lee

From: [Sylvia Flores](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:34:17 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sylvia Flores**

My email address is **sylviamariabreslin@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Sylvia Flores

From: [Madison Clell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:34:10 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Madison Clell**

My email address is **madisoncuckoo@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Madison Clell

From: [Madison Clell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:33:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Madison Clell**

My email address is **madisoncuckoo@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Madison Clell

From: [Frank Cassinelli](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:22:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Frank Cassinelli**
My email address is **fcassinelli66@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Frank Cassinelli

From: [Dan Ake](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal traffic
Date: Friday, April 19, 2024 5:19:55 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

Dan Ake

From: [Ken Mendonca](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:19:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ken Mendonca**
My email address is **Hanklive@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ken Mendonca

From: [Ani Kantarci](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 5:19:17 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ani Kantarci**

My email address is **akantarci@mofa.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ani Kantarci

From: [Jay Elliott](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Stop the Knee-jerk Reaction to West Portal Accident
Date: Friday, April 19, 2024 5:00:13 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Limiting cars along the West Portal and Ulloa intersection is a knee-jerk reaction to a very recent and tragic accident. And without all the facts that transpired that awful day, Supervisor Melgar and Mayor Breed are taking this opportunity to grandstand in an election year. This is not a good plan. It is reactionary and ill-conceived. And it is not good for the neighborhood or West Portal small businesses. ***STOP MAKING SF MORE DIFFICULT TO LIVE IN!***

Melgar, MTA, Breed and advocacy groups like Walk SF need to stop pushing their myopic agendas. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic. Things to consider:

- The MTA admits this intersection is NOT one that has a high injury incident history.
- The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, yet NONE have ever been seriously considered. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions and putting MTA money toward dangerous traffic areas.
- This plan will worsen the traffic on West Portal, decimate the business of local merchants and frustrate countless elderly, family, disabled and commuter residents who rely on the use of cars.

The total lack of collaboration with stakeholders as well as giving residents a 10 day "opportunity" to provide feedback is not acceptable. We need thoughtful, well-conceived plans that consider all members of our West Portal community.

Regards,
Jay Elliott

From: [Tobi Garelick](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:54:17 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Tobi Garelick**
My email address is **legna74@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Tobi Garelick

From: [Brenden Dobel](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:53:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Brenden Dobel**
My email address is **bdobel@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Brenden Dobel

From: [Chris Mei](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:52:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Chris Mei**
My email address is **cmei722@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Shutting down the Ulloa/West Portal intersection will have an effect on other intersections in the area. Closing the intersection for safety just isn't that simple. Drivers will be looking for alternatives and traffic will get worse. Everyone's safety will be diminished. Signals will have to be re-programmed at the roads that connect to West Portal Avenue, namely, Junipero Serra Blvd., 14th Ave., and Portola Drive. And it will affect the streetcar lines. SFMTA should try law enforcement and installing speed bumps before deciding to close the Ulloa/West Portal intersection.

Sincerely,
Chris Mei

From: [Gracie Mulcrevy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:46:25 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gracie Mulcrevy**
My email address is **gmulcrevy@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Gracie Mulcrevy

From: [James Showalter](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:46:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **James Showalter**
My email address is **jshowalt@mindspring.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

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Sincerely,
James Showalter

From: [Anthi Janssens](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:38:10 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Anthi Janssens**
My email address is **anthigj@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Anthi Janssens

From: [Melba O'Keefe](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:37:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Melba O'Keefe**
My email address is **jokeefe415@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Melba O'Keefe

From: [Laura M](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:37:55 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Laura M**
My email address is **lauralou.sf@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Laura M

From: [Joanne Chan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:26:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Joanne Chan**
My email address is **joanne1@gmail.com**

MTA should not limiting cars at the West Portal and Ulloa intersection at this time.

There isn't enough evidence yet as to justify limiting cars. The impact on the people and businesses would be severe, especially when the area is just recovering after Covid.

SF Bike is using this terrible accident as a way to close the area to cars. Do not let this happen as a knee jerk reaction to this tragedy.

The area has been impacted so much by the L Taraval project. Please let that conclude before doing anything.

The accident was a huge tragedy. Please don't act out of emotions though.

Sincerely,
Joanne Chan

From: [Susan Crockett](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:25:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Susan Crockett**
My email address is **Sue.crockett76@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Susan Crockett

From: [Leah Elder](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)
Cc: mtablead@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); leahelder11@gmail.com
Subject: Support real people in San Francisco - Do Not limit cars in West Portal!
Date: Friday, April 19, 2024 4:24:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mayor London Breed, Supervisor Melgar & Mr. Tumlin,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic."

Please listen to real people in San Francisco & work mutually with our local community who actually live, work & shop here – before making any changes that impact thousands of us who love West Portal.

Hiring Crossing Guards at key intersections like we do for public schools would be an immediate benefit to the most crowded intersection near the tunnel to help protect pedestrians.

Work with the community impacted – don't drive solutions created in a vacuum.
Thank you,

Leah

Leah Elder | Director, Business Development | [Watchpoint Logistics, Inc.](#) | M 415.450.8132

From: [Yessenia De la Vega](#)
To: [Breed, Mayor London \(MYR\)](#); mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: [Esperanza E. Mahan](#); [Sheldon Mahan](#)
Subject: Save West Portal Business- Opposition to Supervisor Melgar
Date: Friday, April 19, 2024 4:21:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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~Yessenia De la Vega Mahan

~Yessie

From: [Stephen Gorski](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:12:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stephen Gorski**
My email address is **sjgorskilaw@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

I have been a resident since 1976 and City government is the worst now since 1976. We have a bunch of political hacks running things ignoring residents in favor of developers, the Bicycle Coalition and their allied groups

Sincerely,
Stephen Gorski

From: [Roz Smith](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:08:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Roz Smith**

My email address is **slowstreetroz@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Roz Smith

From: [Nick Podell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:08:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nick Podell**
My email address is **nick@podell.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Nick Podell

From: [Natalie Podell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:08:23 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Natalie Podell**
My email address is **natalie@podell.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Natalie Podell

From: [Leslie Boin Podell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:08:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Leslie Boin Podell**
My email address is **leslie@podell.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Leslie Boin Podell

From: [Jamie Kendall](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:07:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jamie Kendall**
My email address is **jkendall301@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Jamie Kendall

Sincerely,

Jamie Kendall

From: [Matthew Faliano](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:07:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Matthew Faliano**
My email address is **faliano3342@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Matthew Faliano

From: [Madelon Podell](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:07:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Madelon Podell**
My email address is **madelon@podell.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Madelon Podell

From: [Chiara Wine](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 4:07:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Chiara Wine**

My email address is **chiarawine@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Chiara Wine

From: [Urmimala Sarkar](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Oppose West Portal traffic changes
Date: Friday, April 19, 2024 4:04:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

From: [Kelly Torres](#)
To: [Peskin, Aaron \(BOS\)](#); mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Stop this Madness!
Date: Friday, April 19, 2024 3:57:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

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From: [Kathleen Kraus](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:53:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathleen Kraus**
My email address is **kshea201@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Kathleen Kraus

From: [S Garrett](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:53:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **S Garrett**

My email address is **shigar16@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
S Garrett

From: [Ann Rohrs](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:53:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ann Rohrs**
My email address is **acrohrs@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Ann Rohrs

From: [Maureen Perry](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:52:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Maureen Perry**
My email address is **mjpmab@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Maureen Perry

From: [JM](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Proposed West Portal Traffic Safety Changes
Date: Friday, April 19, 2024 3:50:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear all,

We recently learned about proposed traffic changes in the West Portal Neighborhood at the intersection of West Portal and Ulloa in response to the tragic fatal accident March 16.

While we applaud all involved for investigating ways to prevent something like this from ever happening again, this appears to be rushed and potentially not thoroughly analyzed. I am not aware of any information being provided as to how the problem has been studied, what possible solutions were identified and the potential risks and benefits of each.

Making a major change as an emotional response to a tragedy such as this could be a mistake: Usually traffic doesn't just "go away." Rather, it will be diverted somewhere else, possibly with the unintended consequences of actually increasing risk of pedestrian fatalities. I would ask for a full investigation into the cause with an analysis of possible remediations that can follow a process for public comment. Correct me if I am wrong, but I do not believe anything like this has occurred.

Thank you for the work you do to make our city streets as safe as possible for all.

Jacob Mishell
West Portal, San Francisco

From: [Kate Sullivan](#)
To: mtaboard@sfmta.com; [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: SFMTA West Portal Traffic Change Proposal
Date: Friday, April 19, 2024 3:48:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA traffic change proposal for the West Portal and Ulloa intersection.

This proposal appears to be a knee-jerk reaction to a terribly sad accident that killed a family of four that was sitting, not walking, waiting for a bus on Ulloa and Lenox. There is no published reason how or why the car and driver hit that bus stop with such speed and no braking. A horribly sad event that should not be taken advantage of by Walk SF or any politician furthering their own agenda.

MTA should be somewhat responsible for the present traffic on West Portal due to the fact that the L-Taraval is out of commission. This has caused a line-up of parked and stopped busses on Ulloa and Wawona, which obstructs, slows and causes traffic jams. This has also caused a line-up of stopped and parked streetcars up Taraval which also obstructs, slows and causes traffic jams. The true traffic patterns cannot be assessed while the L-Taraval Project is ongoing. Please, re-assess when one SFMTA project is complete, before starting another SFMTA project in the West Portal area.

The area around the tunnel, where the busses originally and historically momentarily stopped for passengers exiting and entering the busses, is now filled with parked white City trucks and cars. This system had worked for many years until it became the City and SFMTA's personal parking lot. In fact, this intersection is NOT an intersection with a high injury incident history. In fact, quite the opposite.

Having the L-Taraval Streetcar project in the last many months has, in addition to affecting the West Portal neighborhood traffic patterns, decimated the small businesses on and around Taraval Street. This brings me to the next reason not to change the traffic on West Portal: The Merchants. The SFMTA Proposal, with your support, will actually worsen the traffic on West Portal and the area around it. The local merchants and restaurateurs, mostly small merchants and restaurants, will be decimated. Know your audience, there are countless elderly, families, disabled and commuter residents that rely on the use of their cars to access West Portal to support these small businesses and restaurants.

The SFMTA proposal for change in the West Portal area, specifically the intersection at Taraval and Ulloa needs to be retracted and not a knee/jerk reaction to a very sad event. SFMTA should finish one project in the area, reassess the traffic patterns and then thoughtfully plan ANY changes with the residents, businesses and restaurants of West Portal before ANY changes are implemented.

West Portal is a gem, please do not ruin it!

Kate Sullivan
Resident District 7
West Portal Small Business Supporter

From: [Pamela Cory](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:38:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Pamela Cory**
My email address is **pamela.e.cory@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Pamela Cory

From: [Dave Nicholson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:35:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dave Nicholson**
My email address is **darksydedave@att.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Dave Nicholson

From: [Leticia Klein](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:35:34 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Leticia Klein**
My email address is **letisaucedo@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Leticia Klein

From: [Libby Adler](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:35:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Libby Adler**

My email address is **memento.brassy-0n@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Libby Adler

From: [Liz Isaacs](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Thoughtful Process, not a Ramrod Decision for West Portal Avenue
Date: Friday, April 19, 2024 3:29:27 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello,

My name is Liz Isaacs and I live in the West Portal neighborhood. I've read about the proposed changes to the intersection at West Portal and Ulloa Avenues, and while there could be potential benefits of rethinking the intersection, I completely disagree with the process.

Additionally, I believe that the traffic pressures on Taraval, Ulloa (on both sides of West Portal Avenue and beyond Claremont), Vicente AND Portola, Lenox, Wawona, Madrone and perhaps even Forest Side, along with 14th and 15th Avenues as they cross West Portal and Portola need to be assessed and mitigated as part of a thoughtful traffic assessment plan. This seems like a longer process than hearing from residents, businesses and other stakeholders over the next 10 days.

Working with ALL the stakeholders in a thoughtful way would yield a much better outcome versus a plan that is perceived to be forced down throats in reaction to the incredibly tragic accident last month.

It's all in the delivery — and this delivery is so flawed that the only outcome I see is a complete and total mess — with no one being happy.

Sincerely,
Liz Isaacs

Liz Isaacs
lizrey@gmail.com
415-235-5779
(she/her/hers)

From: [Mary McFadden](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:23:34 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mary McFadden**

My email address is **jandmmcfadden@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Mary McFadden

From: [Christina Pappas](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:09:41 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Christina Pappas**
My email address is **scoutca66@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Christina Pappas

From: [Ignacio Orellana-Garcia](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:09:32 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ignacio Orellana-Garcia**
My email address is **Volare232@hotmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Ignacio Orellana-Garcia

From: [Michael Opsec](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:09:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Opsec**

My email address is **michaelfromnorcal@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

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Sincerely,
Michael Opsec

From: [Addie Sullivan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:09:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Addie Sullivan**
My email address is **addiesullivan@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Addie Sullivan

From: [Darin Birtwhistle](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:09:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Darin Birtwhistle**
My email address is **darinbirt@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Darin Birtwhistle

From: [Corinne Charlton Barbour](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:08:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Corinne Charlton Barbour**
My email address is **corinne3jr@aol.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Corinne Charlton Barbour

From: [Teresa Shaw](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:08:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Teresa Shaw**

My email address is **tawny.sapient0c@icloud.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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Sincerely,
Teresa Shaw

From: [Eileen Foti](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:00:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Eileen Foti**
My email address is **fotieileen@comcast.net**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Eileen Foti

From: [Rose Sullivan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 3:00:20 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rose Sullivan**
My email address is **rosesull@yahoo.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

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No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Rose Sullivan

From: [Linda simonin](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: NO to West Portal redesign
Date: Friday, April 19, 2024 2:56:01 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To the Board of Supervisors : I am at homeowner a few blocks from the intersection of Ulloa and West Portal Avenue. I frequent this commercial strip daily in my car and sometimes on foot. I am opposed to the current plan. There are many other things that can be done IF it is determined that that intersection is not safe, which frankly has not been demonstrated to the public. (the police decoy, ticketing drivers at this intersection, could produce the same results at any intersection in this city.) Reasons are still unknown concerning the recent accident that occurred nearby. This redesign does not consider the many elderly west siders that need to access West Portal Avenue for prescriptions, groceries and other daily items who are not at liberty to simply hop on a bicycle. The steep hills surrounding the business strip makes it challenging for many of us on foot.

In addition, the new design :

1. Creates more traffic than it is meant to limit. Cars will be continually circling instead of just driving directly to their destination.

Example: if a driver would like to access the other side of W. Portal Ave., they must turn right on Ulloa, turn right on Portola, turn right on 14th or Vicente, crossover West Portal Ave. to Wawona, drive a few blocks until they hit Ulloa again, turn right on Ulloa, turn right again onto West Portal Ave. ——just to cross the street!

2. God bless the poor residents on Wawona. You just changed their quite NARROW residential Street into a major traffic throughway.

3. Your plan to limit traffic in West Portal is ageist and might even infringe on the American disabilities act.

4. Hurts businesses and Creates an incredible traffic snakes nest. Fact: people are not going to give up their cars no matter what you do! But what you will do is kill all of the small businesses along West Portal Ave. You make it very hard to live and work here. Let's hope West Portal doesn't become another disaster like market street.

This is an election year and many of us believe this change is absolute political. You're ramming this through with no consideration to the community or without any safety studies in this intersection (or was this what the police decoy ticketing Sting was all about?!) There have been no accidents in this area prior to the tragic and very unusual pedestrian deaths two months ago. Perhaps if your Muni drivers would not park their buses blocking the bordering streets while they eat their lunch, it might even be a little safer.

Linda Simonin

—-I pay huge property taxes and I vote.

Sent from my iPhone Sent from my iPhone

From: [Rydell Downward](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open to ALL
Date: Friday, April 19, 2024 2:50:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rydell Downward**

My email address is **rydell.downward@gmail.com**

I strongly object to the MTA draft plan that proposes limiting cars at the West Portal and Ulloa intersection. This proposal lacks evidence linking it to the recent car accident. While the cause of the accident remains undisclosed, the MTA hastily asserted the intersection's safety merely a week after the incident.

This plan seems like an opportunistic move, capitalizing on a recent tragedy for political gain, driven by advocacy groups disconnected from our neighborhood's realities. Despite alternative, more sensible traffic calming suggestions from merchants and residents, these have been disregarded.

Implementing this proposal would exacerbate traffic congestion on West Portal, harm local businesses, and inconvenience residents who rely on cars, including the elderly, families, disabled individuals, and commuters. Despite the MTA's acknowledgment that this intersection has a low history of injury incidents, they persist with this plan.

Instead of unilateral action, resources should be directed towards collaborating with the community to find effective traffic solutions and addressing genuinely hazardous areas. The lack of stakeholder involvement and the rushed 10-day feedback window demonstrate recklessness on the part of the MTA.

No changes should be made until the completion of the L Taraval project, allowing for a thorough evaluation of emerging traffic patterns. This plan must be retracted entirely, with residents and businesses directly engaged in any future alterations to West Portal traffic management.

Sincerely,
Rydell Downward

From: [Dan Liberthson](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Do not limit cars at West Portal and Ulloa
Date: Friday, April 19, 2024 2:48:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Dan Liberthson
333 Molimo Drive

From: [Kate Sullivan](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal Traffic Change Proposal
Date: Friday, April 19, 2024 2:41:01 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I have lived within walking distance of West Portal for nearly my entire life (69 Years).

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Kate Sullivan
District 7 Resident
West Portal Small Business Supporter

From: [Kate Sullivan](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal Traffic Change Proposal
Date: Friday, April 19, 2024 2:29:43 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Kate Sullivan
District 7 Resident
West Portal Small Business Supporter

From: [Brent Sullivan](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal
Date: Friday, April 19, 2024 2:09:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the SFMTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but SFMTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The SFMTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting SFMTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Brent Sullivan
108 Wawona St
415-310-7824

From: [L.Rose](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Oppose plan to limit cars on the West Portal
Date: Friday, April 19, 2024 2:08:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

The MTA stated that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Laurel Rose

From: [Amy M. Murphy](#)
To: [Breed, Mayor London \(MYR\)](#); [MelgarStaff \(BOS\)](#); [Board of Supervisors \(BOS\)](#); info@sfcta.org; mtaboard@sfmta.com; [SFOSB \(ECN\)](#)
Subject: Do no limit cars on West Portal and Ulloa intersection
Date: Friday, April 19, 2024 2:08:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

Amy Murphy

From: [Sondra Ganz](#)
To: [Heiken, Emma \(BOS\)](#)
Cc: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Re: Taking Cars Out of West Portal is Irresponsible
Date: Friday, April 19, 2024 1:23:50 PM

Thank you for the response Emma,

After reviewing the proposal more in detail my feelings are even stronger— I literally just came back from that intersection and frequent it almost every day (with my children) both as a pedestrian and a driver. My son is even an incoming student at West Portal Elementary. Everyone is buzzing about this downtown.

My professional occupation is as a Designer. I'm so utterly confused how/ where you're proposing to fit all these table/ chairs shown in the imagery, bike stations, planters etc right in from of the muni. This imagery and some of these "ideas" are totally misleading without an enlarged plan of where this would actually be implemented- it is such a small area. Why would the city be trying to DRAW more people and bicyclists in front of the very busy intersection- even if it's just transit and commercial vehicles? This just goes against all common sense.

Yes, drivers and pedestrians need more directly, not a million confusing signs as proposed with a restriction to personal vehicles. Even with transit and commercial vehicles only- in addition to the muni service, this will still be a busy area where we can't encourage people to GATHER. Perhaps a simple solution to consider would be putting up a traffic light and coordinating walk/ do not walk signals. The pedestrian free-for-all is too much for such a busy transit area. Agree with bollards in front of the bus stop and moving the bust stop completely. **This is not a bike friendly area whatsoever** and is totally surrounded by other busy streets and steep hills. We have a drug/homeless problem where businesses are being frequently broken-in to. Creating more areas for them to camp out/ abuse is a bad idea. During school hours. a crossing guard could be hired- just like many other city schools do.

Parking: I don't understand how allowing only commercial vehicles to transverse through the propose block is not removing parking spots. One of the key reasons that there is such confusion on this street currently is the parklets have already removed so many parking spots- let alone the frequent deliveries required by commercial vehicles that often block the street. If I look at the plan, it appears as if (38+) parking spots will now have restricted and confusing access?

Last but not least, if allowing more "community activities" is a main objective, doing such activities literally in front of a train station is not a good idea. There are so many bank parking lots and business further down the downtown area that are underutilized or vacant and would be more ideal to host these types of activities. Working with landlords and businesses to incentivize and host these types of things would better benefit our neighborhood.

West Portal is one of my favorite places in the entire world. This is not a change that can be hastily implemented without community feedback. This initiative certainly has nothing to do with the tragic accident that occurred and it's really disheartening that a unicorn nightmare situation is being used to further a political agenda.

S./

Sondra Ganz

sondraganz@gmail.com | (415) 702-4800
2245 9th Avenue, San Francisco CA 94116

On Apr 19, 2024, at 10:45 AM, Heiken, Emma (BOS) <emma.heiken@sfgov.org> wrote:

Hello Sondra,

Thank you for sharing your concern for street safety and transit in West Portal. For decades, the intersection of Ulloa and West Portal Avenue has been crowded, confusing, and conflicted. Home to multiple bus lines, transit lines, thousands of daily transit rides, cars, strollers, and more all competing for limited space without much direction.

On April 18, Supervisor Melgar and Mayor Breed proposed changes to the streets surrounding West Portal station to make it safer for people traveling in all modes *without taking away any parking spots*. This proposed design would create additional pedestrian space outside the station, encourage cars to visit West Portal Avenue instead of drive through it, and create clear delineation between space for trains and buses and space for private vehicles. You can see the full proposed project [here](#).

This proposal is not final. We need your input! The SFMTA has launched a [survey](#) to get feedback on how to improve the proposal. We will also be hosting pop-ups and community meetings to hear directly from the West Portal community.

We look forward to hearing your feedback and iterating the proposal based on this input.

If you would like to stay up to date as this project progresses, please sign up for our newsletter [here](#).

Sincerely,

Emma Heiken
Legislative Aide
Office of Supervisor Myrna Melgar

From: Sondra Ganz <sondraganz@gmail.com>

Sent: Friday, April 19, 2024 7:14 AM

To: mtaboard@sfmta.com <mtaboard@sfmta.com>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; info@sfcta.org <info@sfcta.org>; SFOSB (ECN) <sfosb@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>

Subject: Taking Cars Out of West Portal is Irresponsible

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello, I have been a frequent patron of West Portal for 15 years. As I personally feel terrible about the tragedy that occurred a few weeks ago, this is not a practical solution as a result of a one-off freak incident. It is frankly already difficult to navigate down to the businesses of West Portal given the lack of parking, all the parklets and including the recently implemented no-left-turn rules. PLEASE do not implement these changes as it will dramatically impact our access to our favorite little town. We live on the top of a steep hill in Forest Hill. West portal is our "downtown" however we need to access it via car and have little children. I strongly agree with the statement below. Thank you for your consideration.

"I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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Kind regards,

S./

Sondra Ganz

sondraganz@gmail.com | (415) 702-4800
2245 9th Avenue, San Francisco CA 94116

From: [Dino Lettieri](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Leave West Portal alone
Date: Friday, April 19, 2024 1:10:04 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To whom it may concern,

As lifelong west portal resident, business owner and Native son of San Francisco

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has

no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Dino Lettieri

UNWINE'D SF-Owner
9 West Portal Ave

From: [Scott Fairgrieve](#)
To: mtaboard@sfgov.org; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Opposition to proposed traffic changes in West Portal
Date: Friday, April 19, 2024 12:19:00 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I have lived in the West Portal area for over 20 years. One of the main reasons I moved here was the existence of the West Portal Ave. business district. I appreciated – and still do – the proximity of its restaurants, bars, and shops. It has seen its ups and downs over the years, but the recent notoriety of its restaurants, according to a March 30, 2024 article in the San Francisco Chronicle, has made West Portal Ave. a destination for San Franciscans and tourists alike. In my 20+ years in the area, I have never seen it so vibrant.

So I was shocked to learn of the significant changes to traffic flow being proposed by the City, and angered by the lack of notice, the ridiculously brief timeline for public input, and the complete absence of consideration for how the changes would impact the neighborhood and businesses on West Portal Ave.

It appears that some City officials have used the recent tragic accident in front of the West Portal Library as justification for fast-tracking these changes, yet no evidence has been presented that the proposed changes would have prevented the tragedy. In addition, SFMTA has acknowledged that the intersection in front of the Muni station does NOT have a higher than average rate of accidents. So these proposals strike me as a solution in search of a problem.

I am extremely concerned about the impacts that the proposed changes would have on both the West Portal business district and its surrounding streets. People come to West Portal because of its businesses, and if traffic issues make it too cumbersome to get to and around in the area, then people will take their business elsewhere, and we will end up with boarded-up storefronts, as we have seen in other parts of the City.

I have the luxury of being able to walk to West Portal Ave. Most customers do not have that luxury, and here on the west side, that means most of them drive cars. Like it or not, that is the reality in our part of town. And it is unrealistic and naïve to think that radically changing traffic flow in the area will simply get people out of their cars. No, they are much more likely to drive their cars somewhere else, and that will destroy the vibrant and close-knit community we have created on West Portal Ave. I strongly urge you not to let that happen.

Respectfully,
Scott Fairgrieve

From: [Randall Mazzei](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: West Portal and Ulloa Intersection
Date: Friday, April 19, 2024 10:58:56 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor Breed, Supervisor Melgar and Supervisor Peskin,

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident. This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have ever been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

Sincerely,
Randall Mazzei

randymazzei@hotmail.com
(415) 279-8702 C

(415) 681-8464 **H**

From: [John Sullivan](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Date: Friday, April 19, 2024 10:54:22 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I have lived within walking distance of West Portal for nearly my entire life.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

John Sullivan
415-515-3017

From: [Chris Storm](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: West Portal Traffic Plan
Date: Friday, April 19, 2024 10:23:35 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

A BAD IDEA

Chris Storm

Sent from [Mail](#) for Windows

From: [Ryan Klinefelter](#)
Subject: Opposition to MTA Plan, West Portal and Ulloa Intersection - Keep West Portal Open
Date: Friday, April 19, 2024 9:24:23 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident and tragedy. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood. I know as I live within three blocks of the West Portal tunnel and drive and walk at all hours, most days, and live and breathe the intersection.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Ryan Klinefelter
San Francisco, CA 94127
District 7 Resident



IMPORTANT: The contents of this email and any attachments are confidential. They are intended for the named recipient(s) only. If you have received this email by mistake, please notify the sender immediately and do not disclose the contents to anyone or make copies thereof.



From: [Matt Middlebrook](#)
To: mtaboard@sfmta.com; [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Stop the idea to close West Portal Avenue to traffic
Date: Friday, April 19, 2024 8:58:58 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

As a resident of West Portal, I want to communicate that I believe closing a portion of West Portal Avenue is a terrible idea. It will take traffic off a commercial street (where traffic is intended to be!) and push the traffic and parking into the immediately adjacent neighborhoods. It will also hurt the small businesses located on West Portal Avenue that are still struggling to recover from Covid. The fatal accident at Ulloa was tragic, but this proposed solution would have done nothing to prevent that accident. Additionally it will drive even more traffic to the Vicente/Ulloa/Madrona intersection which is already a confusing 5-way intersection making the neighborhood more unsafe. This is better solved with better signals and signage and not closing the streets. Please stop this idea.

Matt Middlebrook
163 Forest Side Avenue
San Francisco, CA 94127

Sent with [Mixmax](#)

From: [Layne Menn](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: No to West Portal Traffic Change
Date: Friday, April 19, 2024 8:23:19 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. I am a registered voter in San Francisco and citizen of the US. I will not vote for anyone that supports this and I will share far and wide so others will not vote for supporters of this either.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars.

The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible.

Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic

Regards,
Layne

From: [Eileen Molloy](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Proposed MTA Changes in West Portal
Date: Friday, April 19, 2024 8:06:39 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To Whom it May Concern:

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY

changes to the West Portal traffic.

Eileen Molloy

From: [Divya Patel](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: 3 kid parent- urge West Portal stay open
Date: Friday, April 19, 2024 7:55:03 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello MTA, Myrna, London Breed, Aaron, and Board of Supervisors,

My husband and I have been long-time residents (40+ years) , raising 3 kids in the city. West Portal feels like the perfect neighborhood for us to bring our kids to -without the unnecessary traffic congestion that comes with downtown living.

I am writing to voice my strong opposition to the MTA's plan to limit cars on West Portal and Ulloa intersection.

This plan would severely impact the economy and livelihood of what is such a beautiful neighborhood (West Portal). West Portal fought through all the covid 19 lockdowns- please don't hurt it again with this plan.

This proposal does not correlate to the actual recent car accident. The cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan seems to be done on behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders

on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

--

Divya Patel

LinkedIn Profile:

<http://www.linkedin.com/in/divyapatelsf/>

From: [Lisa Presta](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Don't ruin West Portal
Date: Friday, April 19, 2024 7:43:49 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Lisa Presta

P: 415.515.5452

From: [Sondra Ganz](#)
To: mtablead@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Taking Cars Out of West Portal is Irresponsible
Date: Friday, April 19, 2024 7:14:19 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello, I have been a frequent patron of West Portal for 15 years. As I personally feel terrible about the tragedy that occurred a few weeks ago, this is not a practical solution as a result of a one-off freak incident. It is frankly already difficult to navigate down to the businesses of West Portal given the lack of parking, all the parklets and including the recently implemented no-left-turn rules. PLEASE do not implement these changes as it will dramatically impact our access to our favorite little town. We live on the top of a steep hill in Forest Hill. West portal is our "downtown" however we need to access it via car and have little children. I strongly agree with the statement below. Thank you for your consideration.

"I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on

the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

Kind regards,

S./

Sondra Ganz

sondraganz@gmail.com | (415) 702-4800
2245 9th Avenue, San Francisco CA 94116

From: [Vikki Abendroth](#)
To: [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Keep West Portal Open
Date: Friday, April 19, 2024 6:36:43 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

This change will kill west portal and the surrounding areas. Please don't do this and focus your efforts on saving downtown and bringing life down there.

Vikki Abendroth

From: [Tom Smith](#)
To: [MTA Board](#); [Tumlin, Jeffrey \(MTA\)](#); [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); info@sfcta.org
Subject: Stop the West Portal Project
Date: Friday, April 19, 2024 5:35:59 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. While the deaths of four people at this location is a tragedy, this proposal has nothing to do with that incident. In fact, a week after the incident SFMTA announced that the intersection was safe and did not contribute to the accident.

Traffic calming is important everywhere, including this intersection. But it must be done with care and consideration for all stakeholders. It must be done slowly and intelligently, to avoid any unintended consequences. This plan is merely an opportunistic attempt to capitalize on a recent tragedy. It is done at the behest of advocacy groups that have no connection with or understanding of our neighborhood. Such political maneuvers are unacceptable.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been seriously considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history.

Please spend your resources collaborating with neighbors and merchants on traffic flow solutions, and put MTA money toward actually dangerous traffic areas. The lack of collaboration with stakeholders on this issue and the rush to judgment by giving residents a 10 day "opportunity" to provide feedback is reckless and irresponsible. Additionally, no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated.

Please retract this plan and start over with a project that will involve businesses and

residents impacted by any reconfiguration of this area. SFMTA has made some bad decisions lately, most notably the Valencia St. bike corridor. It has met with opposition to many other plans. Their unwillingness to listen to all stakeholders is unacceptable, and must be stopped.

Please, do not approve this project at this time. Thank you for your consideration.

Sincerely,

Thomas Smith

From: [Rose Sullivan](#)
To: [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Subject: West Portal Proposed Changes
Date: Thursday, April 18, 2024 11:18:40 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisor,

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

I will not be voting for any politician that supports this plan.

**Rose Sullivan
District 7 resident**

From: Info@BetterHousingPolicies.org
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Oppose SFMTA Plan on West Portal
Date: Thursday, April 18, 2024 9:47:03 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor Breed, Supervisors Melgar and Peskin,

We as a grassroots organization composed of over 1000 people strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Sincerely,

From: [Kim Clash](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Input regarding proposed plan for the Ulloa and West Portal Ave intersection
Date: Thursday, April 18, 2024 7:27:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To whom it may concern:

I have been a resident of West Portal for over 18 years. I am also a registered voter. I live at 14th Ave and Wawona Street. I have seen this neighborhood survive the pandemic and increase in vibrancy over the years. With recent additions to our business district, like the restaurant Elena's which has become a destination restaurant, I have watched people discover West Portal and all it has to offer. I have defended our city as visitors complain about the loss of businesses in downtown San Francisco, arguing that my beloved city still has many wonderful accessible neighborhoods that should be explored by visitors.

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. While the car accident that killed a family of four is tragic, this proposal has no correlation to that event. In fact, no cause for the accident has yet to be released, but MTA did, a week after the incident, publicly announce that the intersection was safe and did not at all contribute to the accident. There is absolutely no data that traffic patterns at this intersection are a problem. Every day I watch 90% of drivers run the stop signs at the intersection of 14th Ave and Wawona and 15th Ave and Wawona. I am certain my neighbors can share similar stories. These intersections are far more dangerous than Ulloa and West Portal and closing that intersection is going to direct more traffic to these other intersections where drivers are already ignoring basic traffic safety. Money would be better spent supporting SFPD to do regular traffic stops at busy intersections or to add a traffic light to Ulloa and West Portal Ave.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost effective measures for traffic calming and none have been seriously considered. This proposal will worsen traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, disabled, family and commuter residents who rely on the use of cars and want to enjoy our vibrant neighborhood. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents only a 10 day "opportunity" to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Traval project is complete and the new patterns arising from that intersection are evaluated fully. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to West Portal streets and traffic.

Sincerely,
Kim Clash

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

From: [Linda Breen](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Keep West Portal Ave. Open
Date: Thursday, April 18, 2024 6:48:50 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To who it may concern,

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

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completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

Regards,

Linda Norack-Breen

Owner of 80-82 (also known as 76-78) West Portal Ave.

From: [Rose-Elle Fairgrieve](mailto:Rose-Elle.Fairgrieve@sfmcta.com)
To: mtaboard@sfmcta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [DorseyStaff \(BOS\)](#)
Cc: [Deidre Von Rock \(dvonrock@vonrocklaw.com\)](mailto:dvonrock@vonrocklaw.com)
Subject: Stop opportunistic anti-West portal-merchants and residents plan!
Date: Thursday, April 18, 2024 6:43:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I write in very strong opposition to the draft plan to close the West Portal & Ulloa intersection. Here are the facts I find most outrageous, even offensive, about this Pop-up Plan:

- The intersection is not a high accident/injury intersection (according to SFMTA at West Portal Merchants' meeting this morning)
- The community has been given TEN DAYS to respond to the plan (and how would I even know this if I didn't happen to be at the Merchants' meeting this morning? The Chronicle article just said this: "Staff at SFMTA were unveiling a proposed map Thursday and will spend weeks gathering feedback before sending the plans to the agency's board for approval." MTA is doing 3 1.5 hour "pop-up" outreach sessions on West Portal over 3 days. What are the chances I would even see them?)
- The MTA "survey" does not ask for an opinion on whether or not the re-design should happen. It asks for the color the respondents want the street to be painted and what the planters should look like!
- No assessment whatsoever appears to have been done to find out the impact on merchants nor on the residents of surrounding streets. When I specifically asked if the impact on surrounding streets has been evaluated this morning, the answer was "after the plan goes through we will count cars." Seriously, come have a look at Vicente at West Portal, Portola, and Wawona right now. You don't need a degree in traffic management to see what a disaster it will be to funnel every car that would otherwise go through the West Portal-Ulloa intersection in the manner that is proposed.

What is the point, really? When asked whether the re-design would have prevented the accident this morning the answer was "yes, because the driver wouldn't have been able to drive that direction on Ulloa." That is laughable logic. But yet we're not laughing because this proposal will seriously impact merchants and residents in a way that barely even seems to be an afterthought, much less a consideration. In fact, an attendee at a meeting had a perfectly reasonable, and a much more logically sound idea that actually could possibly have prevented the accident, that did not include closing the intersection. I challenge you to ask the representatives who were in attendance at the meeting what that was. If you truly care about safety you will do that, and you'll also find out if they actually are listening to the feedback, instead of shoving the plan down our throats.

This plan must be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Oh, and since it evidently is possible to re-locate the Muni maintenance trucks, how about you go ahead and do that, so that cars who drop people off to take Muni through the tunnel have a safe place to pull over, instead of clogging up the West Portal-Ulloa intersection! I bet you would see an immediate positive impact on safety at the intersection with that one change.

I truly hope common sense and decency will prevail here.

Best,
Rose-Ellen

Rose-Ellen Fairgrieve (she/her/hers)
FAIRGRIEVE LAW OFFICE
EMPLOYMENT LAW FOR EMPLOYERS

Office: 126 West Portal Ave

Mailing address:

58 West Portal Ave., #333

San Francisco, CA 94127

Ph: 415-890-6057

Fax: 415-534-3489

roseellen@fairgriovelaw.com

www.fairgriovelaw.com

From: [Katerina Loufas](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: KEEP CARS IN WEST PORTAL!
Date: Thursday, April 18, 2024 6:40:50 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To whom this may concern:

I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

The merchants and neighbors have repeatedly offered more sensible and cost-effective measures for traffic calming, and none have been ever seriously been considered. This proposal will worsen the traffic on West Portal, decimate the business of local merchants and frustrate the countless elderly, family, disabled and commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be

completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.

Regards,

--

Katerina Loufas

Wine Buyer and Private Event Coordinator @ Unwine'd SF

415-260-8927

From: [Joe DeLucchi](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Cc: dvonrock@vonrocklaw.com; [Thomas Kanaley \(tkanaley@thenautilusgroup.com\)](mailto:Thomas.Kanaley@thenautilusgroup.com)
Subject: Absolutely oppose the MTA draft plan -- West Portal & Ulloa
Date: Thursday, April 18, 2024 6:21:35 PM
Attachments: [image001.png](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

SF City Leaders,

As a 4th generation San Franciscan who grew up in Forest Hill, lives now in Merced Manor and has a business on West Portal I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

This plan is clearly an opportunistic effort to capitalize on a recent tragedy and done for political purposes at the behest of advocacy groups that have no connection with or understanding of our neighborhood.

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With Regards,

Joseph L. DeLucchi
President
License # 0C34583

CAL Insurance & Associates, Inc
314 West Portal Avenue, San Francisco, CA 94127
W: 415-680-2124 | M : 415-420-0576

jdelucchi@myCALteam.com

<https://mycalteam.com/>

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From: [Shameran Anderer](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: NO!!! ON WEST PORTAL STREET CLOSURE
Date: Thursday, April 18, 2024 4:58:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I urge you to stop wasting everyone's time and resources over a very tragic **ACCIDENT!**

Focus on making the streets clean and conducive to foot traffic and support the local merchants - don't do to WEST PORTAL what happened to Valencia Corridor.

Shameran Anderer



SHAMERAN ANDERER

Realtor®

Lic #01068055

[c 415.297.9791](tel:4152979791)

shameran@realestatesf.com

Shameran.com

[NEW Neighborhood Trends](#)



[45 West Portal Ave](#) | [2381 Chestnut St](#)

I have not verified any of the information contained in those documents that were prepared by other people. You will never receive wire instructions or changes to previously provided wire instructions from myself or my team. NEVER WIRE FUNDS PRIOR TO CALLING THE ESCROW OFFICER AT THE PHONE NUMBER PREVIOUSLY PROVIDED TO YOU.



Sender notified by
[Mailtrack](#)

From: [Vittorio DUrzo](#)
To: mtablead@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: Re: Myrna Melgar Wants to Take ALL CARS off West Portal: CALL TO ACTION
Date: Thursday, April 18, 2024 4:51:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Sent from my iPhone

On Apr 18, 2024, at 4:40 PM, West Portal Merchant Association
<dvonrock@vonrocklaw.com> wrote:

[View this email in your browser](#)



Just yesterday the MTA released a plan to drastically limit cars on West Portal, and did this at the behest of Supervisor Myrna Melgar and Mayor London Breed.

This was confirmed at the West Portal Merchants Meeting this morning. The direct quote from Supervisor Melgar in the SF Standard today is this:

“If it were up to me, it would take all of the cars off West Portal,” Melgar said. “I think that this plan takes most of the cars off the intersection, and that is my goal.”

Link to Article: <https://sfstandard.com/2024/04/18/san-francisco-west-portal-safety-changes/>

Link to plan to close intersection: <https://www.sfmta.com/reports/west-portal-station-safety-and-community-space-improvements-proposed-design>

This outrageous effort is being covered widely by the media and social media – check on KQED, KCBS, ABC7, SF Standard, SF Chronicle and so on, as well as being vocally discussed on NextDoor.

This plan is an opportunistic and arbitrary response to the tragic car accident on Ulloa in March, which was caused by a single driver, and for which no cause has been officially revealed.

When the Merchants asked MTA whether the West Portal/Ulloa intersection had a high injury incident history, the answer was NO. The MTA supplied no data to support the proposed changes to the intersection. Rather, they confirmed that they were directed by Melgar and Breed to make this happen, and to make it fast. The MTA has given a 10 day period for the community to respond. The link to the MTA survey on the subject is below, and it is unhelpful at best – only asking your thoughts on design once the intersection is closed, not whether it should be closed

or not.

<https://survey.alchemer.com/s3/7807748/West-Portal-Project-All-Languages>

MTA will be conducting polls on West Portal at the following dates and places:

- 1. Monday, April 22, 11:30 a.m. – 1 p.m. - West Portal Avenue and Vicente Street (outside Starbucks)**
- 2. Tuesday, April 23, 8 – 9:30 a.m. at West Portal Station (northwest corner of West Portal Avenue and Ulloa Street)**
- 3. Wednesday, April 24, 4 – 5:45 p.m. outside the West Portal Branch Library (190 Lenox Way)**

We need you to reach out to the below named officials to voice your opposition to this ridiculous, selfish and politically motivated plan. Suggested template as follows:

“I strongly oppose the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal has no correlation to the actual recent car accident. In fact, no cause for the accident has yet to be released, but MTA did a week after the incident publicly announce that the intersection was safe and did not at all contribute to the accident.

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commuter residents who rely on the use of cars. The MTA admits that this intersection is NOT one that has a high injury incident history. Resources would be better spent collaborating with neighbors and merchants on traffic flow solutions, and putting MTA money toward actually dangerous traffic areas. The total lack of collaboration with stakeholders on this issue and giving residents a 10 day “opportunity” to provide feedback is reckless and irresponsible. Absolutely no changes should be made until the L Taraval project is completed and the new patterns arising from there are evaluated. This plan needs to be completely retracted and residents and businesses need to be directly involved in ANY changes to the West Portal traffic.”

Send to this group:

mtaboard@sfmta.com

melgarstaff@sfgov.org

mayorlondonbreed@sfgov.org

info@sfcta.org

sfosb@sfgov.org

board.of.supervisors@sfgov.org

aaron.peskin@sfgov.org

PLEASE FORWARD THIS MESSAGE to all people and groups who are invested in this issue. We will need all the help we can get. KEEP WEST PORTAL OPEN!

**Deidre Von Rock,
President, WPMA**

Our mailing address is:

West Portal Merchant Association
58 West Portal Ave #389
San Francisco, California 94127

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You can [update your preferences](#) or [unsubscribe from this list](#).



From: [David Mendelsohn](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 7:25:34 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

The intersection of Ulloa Street and West Portal Avenue is dangerously designed and, with its numerous Muni stops and high number of people walking, biking, and taking public transit through the area, it should be closed to car traffic to make the area safe for people, especially children, seniors, and people with disabilities who often use walk and public transportation as well as visit the nearby library, playground, park, schools, and shops.

On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

David Mendelsohn
dwmendelsohn@gmail.com
2732 MLK Jr Way Apt 5
Berkeley, California 94703

From: [JACQUELINE Gomez Vega](#)
To: [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); tilly.chang@sfcta.org; [Colfax, Grant \(DPH\)](#); [Scott, William \(POL\)](#); [Nicholson, Jeanine \(FIR\)](#); [Short, Carla \(DPW\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Heartbroken for pedestrians in West Portal. We need real change NOW.
Date: Tuesday, April 23, 2024 5:07:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor London Breed, Board of Supervisors, SFMTA Director Jeffrey Tumlin, SFPD Chief William Scott, SFFD Chief Jeanine Nicholson, DPW Acting Director Carla Short, DPH Director Grant Colfax, and SFCTA Executive Director Tilly Chang:

I am heartbroken about the young family killed in West Portal.

Things have to change, full stop.

While people inside vehicles are safer than ever, those of us outside of vehicles are more at risk than ever. Cars, trucks, and SUVs can become deadly weapons in an instant.

I'm calling on you, all of our City's leaders, to step up to the all-too-real threat on our streets with new levels of commitment and in new ways.

Across the board – in policies, decisions, projects, and funding – you must truly prioritize babies, toddlers, children, teens, adults, elders, and people with disabilities over the movement of vehicles on our streets.

As the City begins its second decade of Vision Zero, we need to hear how you will rise to this challenge and take comprehensive, consistent actions for safe streets to prevent every tragedy possible.

Count my voice as one of many, many concerned residents of San Francisco who stand for safe streets now.

-- JACQUELINE Gomez Vega
jackiegomez703@gmail.com
151 BURGUNDY ST 93635

From: [Tahir Zaman](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 4:51:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I live near this intersection for almost 4 years and regularly commuted on the L line for 3 years. I never owned a car on the years I lived in Sunset District.

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

The intersection of Ulloa Street and West Portal Avenue is dangerously designed and, with its numerous Muni stops and high number of people walking, biking, and taking public transit through the area, it should be closed to car traffic to make the area safe for people, especially children, seniors, and people with disabilities who often use walk and public transportation as well as visit the nearby library, playground, park, schools, and shops.

On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

Tahir Zaman

sleeps-fidgets-0x@icloud.com
701 China Basin Street
San Francisco, California 94158

From: [Sophia Greene](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 3:01:01 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Sophia Greene
sophiagreene@me.com
33 Percy street
Londom, England W1t2df

From: [Mario Guerrieri](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 1:14:29 PM

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The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

Mario Guerrieri
mario@guerrieri.codes
3428A 16th St
San Francisco, California 94114

From: [Eric Wooley](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 11:49:38 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Eric Wooley
ewooley@gmail.com
108 San Jose Ave
San Francisco , California 94110

From: [Bea Manuel](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 11:45:46 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

The intersection of Ulloa Street and West Portal Avenue is dangerously designed and, with its numerous Muni stops and high number of people walking, biking, and taking public transit through the area, it should be closed to car traffic to make the area safe for people, especially children, seniors, and people with disabilities who often use walk and public transportation as well as visit the nearby library, playground, park, schools, and shops.

On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

This is such an important and necessary change. And this change, coming off the devastating loss of an entire family, should be, as they say, a no brainer.

Thank you.

LBB

Bea Manuel
baetzli@yahoo.com
258 silver Ave
San Francisco, California 94112

From: [Andrew Collier](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 10:37:20 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you,

Andrew Collier

D7 resident (Golden Gate Heights) & frequent pedestrian, transit rider, AND driver

Andrew Collier

sf@andrewben.com

San Francisco, California 94116

From: [Steven Lee](#)
To: [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); tilly.chang@sfcta.org; [Colfax, Grant \(DPH\)](#); [Scott, William \(POL\)](#); [Nicholson, Jeanine \(FIR\)](#); [Short, Carla \(DPW\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Heartbroken for pedestrians in West Portal. We need real change NOW.
Date: Tuesday, April 23, 2024 10:00:43 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor London Breed, Board of Supervisors, SFMTA Director Jeffrey Tumlin, SFPD Chief William Scott, SFFD Chief Jeanine Nicholson, DPW Acting Director Carla Short, DPH Director Grant Colfax, and SFCTA Executive Director Tilly Chang:

I am heartbroken about the young family killed in West Portal.

Things have to change, full stop.

While people inside vehicles are safer than ever, those of us outside of vehicles are more at risk than ever. Cars, trucks, and SUVs can become deadly weapons in an instant.

I'm calling on you, all of our City's leaders, to step up to the all-too-real threat on our streets with new levels of commitment and in new ways.

Across the board – in policies, decisions, projects, and funding – you must truly prioritize babies, toddlers, children, teens, adults, elders, and people with disabilities over the movement of vehicles on our streets.

As the City begins its second decade of Vision Zero, we need to hear how you will rise to this challenge and take comprehensive, consistent actions for safe streets to prevent every tragedy possible.

Count my voice as one of many, many concerned residents of San Francisco who stand for safe streets now.

-- Steven Lee
smmarklee@comcast.net
276 30th Ave. 94121

From: [Aly Geller](#)
To: [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); tilly.chang@sfcta.org; [Colfax, Grant \(DPH\)](#); [Scott, William \(POL\)](#); [Nicholson, Jeanine \(FIR\)](#); [Short, Carla \(DPW\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Heartbroken for pedestrians in West Portal. We need real change NOW.
Date: Tuesday, April 23, 2024 9:39:35 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor London Breed, Board of Supervisors, SFMTA Director Jeffrey Tumlin, SFPD Chief William Scott, SFFD Chief Jeanine Nicholson, DPW Acting Director Carla Short, DPH Director Grant Colfax, and SFCTA Executive Director Tilly Chang:

I am heartbroken about the young family killed in West Portal. And the family and student community who lost a beloved para-educator who was hit and killed by a speeding driver on Franklin while standing across the street from his school waiting to cross. And the family who came to the Bay Area for a wedding and visited SF, only to lose a mother and daughter. Or the couple celebrating their anniversary here, killed by a speeding driver as they walked in the Tenderloin. The thing all these crashes have in common is that the victims weren't even crossing the street.

Standing on the sidewalk should not be a deadly act. How absurd that it has to be said.

I walk, cycle, and use public transportation. Drivers routinely speed and blow through stop signs here and across the city. I'm grateful that more officers may soon be out there. Yet they can't possibly cover every intersection. Our streets need speed humps and other engineering solutions to force drivers to slow and stop. We need many more red light cameras. We need to do all of this proactively, in a complete and layered way - not one intersection at a time, following a tragedy.

Things have to change, full stop.

While people inside vehicles are safer than ever, those of us outside of vehicles are more at risk than ever. Cars, trucks, and SUVs can become deadly weapons in an instant.

I'm calling on you, all of our City's leaders, to step up to the all-too-real threat on our streets with new levels of commitment and in new ways.

Across the board – in policies, decisions, projects, and funding – you must truly prioritize babies, toddlers, children, teens, adults, elders, and people with disabilities over the movement of vehicles on our streets.

As the City begins its second decade of Vision Zero, we need to hear how you will rise to this challenge and take comprehensive, consistent actions for safe streets to prevent every tragedy possible.

Count my voice as one of many, many concerned residents of San Francisco who stand for safe streets now.

-- Aly Geller

alygellerhome@gmail.com
276 30th Ave. 94121

From: csb19815@gmail.com
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 9:22:03 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

The intersection of Ulloa Street and West Portal Avenue is dangerously designed and, with its numerous Muni stops and high number of people walking, biking, and taking public transit through the area, it should be closed to car traffic to make the area safe for people, especially children, seniors, and people with disabilities who often use walk and public transportation as well as visit the nearby library, playground, park, schools, and shops.

On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

csb19815@gmail.com
135 Gardenside Dr.
San Francisco, California 94131

From: rfruchtose@gmail.com
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 9:07:07 AM

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The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

rfruchtose@gmail.com
616 Page St
San Francisco, California 94117

From: [Carlos Nai](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 8:40:46 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Carlos Nai
closnai@gmail.com
200 Grafton Ave
San Francisco, California 94112

From: [C.Murphy Mack](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: I'd love to pedestrianize West Portal Avenue and Ulloa Street and add Red Lanes to make it safe for everyone
Date: Tuesday, April 23, 2024 7:39:32 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

Hi!

I'd love to see REAL improvements, not watered down improvements to placate some misinformed folks. Literally EVERY STUDY done on pedestrianization shows that it helps merchants in the area greatly and the loss of a few parking places for cars does no harm to their sales or number of visits. Every. Single. Study. Done.

Now is the time to take real action. Add transit lanes - this has REAL impact on speeding up transit times making it much more useful.

Think of all the great cities in the world - London, Paris, Barcelona, Madrid, Rome, Berlin - they're great not because the poor can afford cars, but because the wealthy take transit.

Thank you and good luck!

C Murphy Mack
murphymack@gmail.com
1435 Lyon St
San Francisco, California 94115

From: [David Roth](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 7:07:25 AM

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The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

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Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

David Roth
dxr@dxr.org

San Francisco, California 94114

From: [Gerald Kanapathy](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 7:02:02 AM

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The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Gerald Kanapathy
gkanapathy@hotmail.com
2722 Sutter St
San Francisco, California 94115

From: [Ben Durbin](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Tuesday, April 23, 2024 12:21:14 AM

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The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Ben Durbin
bpdurbin@gmail.com
2944 Judah Street
San Francisco , California 94122

From: [Anthony Snyder](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 11:40:41 PM

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The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Anthony Snyder
afsnyder@gmail.com
1010 16th St
San Francisco, California 94107

From: [Mark Sawchuk](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 11:40:02 PM

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The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Mark Sawchuk
masawchuk@gmail.com

San Francisco, California 94114

From: [Kevin Grennan](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 11:22:55 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Kevin Grennan
kevin.grennan@gmail.com
191 Randall St
San Francisco, California 94131

From: [Patrick MacDonald](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 11:18:42 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I don't own a car and live in the area, I would really appreciate seeing the city take real steps toward pedestrianizing more neighborhoods and making car free living much safer and more convenient.

Patrick MacDonald
patrick.oneill.macdonald@gmail.com
2195 28th Ave
San Francisco, California 94116

From: [Michael Neary](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 10:58:17 PM

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The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

The intersection of Ulloa Street and West Portal Avenue is dangerously designed and, with its numerous Muni stops and high number of people walking, biking, and taking public transit through the area, it should be closed to car traffic to make the area safe for people, especially children, seniors, and people with disabilities who often use walk and public transportation as well as visit the nearby library, playground, park, schools, and shops.

On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

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Thank you.

Michael Neary
mrneary13@gmail.com
555 Fulton St, 434
San Francisco, California 94102

From: [Nick Doyle](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 10:48:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Nick Doyle
ndoyle777@gmail.com
1085 Capp St Apt 4
San Francisco, California 94110

From: [Kevin Wenderoth](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 10:40:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Kevin Wenderoth
kevin.wenderoth@yahoo.com
378 Grand Ave, Apt 101
Oakland, California 94610

From: [Travis Thompson](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 10:16:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Travis Thompson
travis.r.thompson@gmail.com
218 Downey
San Francisco , California 94117

From: [Ingrid Rehtin](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 9:45:53 PM

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The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Ingrid Rehtin
ingridloreen@hotmail.com
936 Clayton
San Francisco , California 94117

From: [Christopher Monnier](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 9:39:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

My child regularly uses the bus stop where this tragedy took place, and sometimes I drive through West Portal on my way to Golden Gate Park. I would personally be happy to drive a couple blocks out of my way in order to make West Portal safe for pedestrians, i.e. people.

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Christopher Monnier
chrismonnier@gmail.com
822 Kansas St
San Francisco, California 94107

From: [Shahin Saneinejad](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 9:31:54 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Shahin Saneinejad
shahin.saneinejad@gmail.com
263 Lee Ave
San Francisco, California 94112

From: [Ben Mathes](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: In wild support of the west portal car-free plan
Date: Monday, April 22, 2024 9:14:07 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am strongly in support of the MTA draft plan to limit cars on the West Portal and Ulloa intersection

Please don't hear loud support from a small intransigent group of car-brained residents that are trying to force suburban, car-based lives onto one of the few dense blocks in the west side that could be car-free.

I lived near Valencia street in the Mission for 10 years, and the happiest, most bustling days were always the ones where streets and blocks were closed to cars, and fully open to pedestrians and bicycles.

People like [this group](#) do not represent a majority of San Franciscans. Ten loud people with nothing better to do than complain on a Tuesday morning at a planning meeting about having to walk a couple blocks are *vastly* outnumbered by the hundreds to thousands that show up and enjoy a transit, restaurant, and business hub without cars.

I am an SF voter, at Cole/Carmel, 94117

Sincerely,
Ben
(617) 335-2729

From: [Christopher Bougas](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 8:54:50 PM

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The Board of Supervisors,

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Thank you.

Christopher Bougas
cjbougas@gmail.com
55 Sussex St
San Francisco, California 94131

From: [Jonathan Dirrenberger](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 8:25:14 PM

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The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Jonathan Dirrenberger
jonathan.dirrenberger@gmail.com
3528 22nd St
San Francisco, California 94114

From: [Michael Campbell](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Make quick build safety improvements in West Portal
Date: Monday, April 22, 2024 8:17:00 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

Hello - I'm writing today to urge you to direct SFMTA to act quickly and decisively to make safety improvements in West Portal. We can quickly close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, as well as those walking, taking public transportation, and biking around West Portal Station. Revamp plans don't undercut local businesses and would make the area more welcoming to residents and visitors from across SF. Now is the time for action, and I urge you to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

We've seen the tragic results of poor street design and the lack of a safe systems approach all too recently. As you know, on March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Thank you.

Michael Campbell
mcampbellsd@gmail.com
199 Collingwood Street
San Francisco, California 94114

From: [Ryan Hughes](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 8:08:03 PM

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The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

Ryan Hughes
ryanjhughes@me.com
1247 11th Ave
San Francisco, California 94122

From: [Marcia Whitfield](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 8:05:48 PM

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The Board of Supervisors,

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Thank you.

Marcia Whitfield
marciawhitfield@yahoo.com

Los Angeles, California 91607

From: [Meg Kammerud](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 7:49:12 PM

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The Board of Supervisors,

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Thank you.

Meg Kammerud
Mpirnie@stanfordalumni.org
810 Congo St.
San Francisco, California 94131

From: [Jordan Staniscia](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 4:11:25 PM

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The Board of Supervisors,

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Thank you.

Jordan Staniscia
jordan.staniscia@gmail.com
1315 11th Ave
San Francisco, California 94122

From: [Trish Gump](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: I support safety in West Portal
Date: Monday, April 22, 2024 3:25:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Supervisors San Francisco Board of Supervisors,

I'm writing to express my support for the SFMTA's project to make West Portal safer for pedestrians and transit riders.

I regularly walk, bike and cycle in West Portal and always found the intersection confusing and intimidating.

Like so many San Franciscans, I was heartbroken by the tragic crash last month at this intersection. It served as a wakeup call for the city, that we need to do more faster to make our streets safe and make progress on Vision Zero.

Thousands of people use this intersection daily to catch their train or bus, and many more pass through to visit local businesses. These San Franciscans deserve to get to their destinations safely. This design is a set of balanced and common sense safety improvements. It preserves access to and parking for local businesses while providing a welcoming new pedestrian space for this unique shopping corridor.

SFMTA should plan to measure the impact of the project and report on how it performs. Because it is a quick build project, it can also be reversed if it does not achieve its intended impact.

As Mayor Breed said in her Vision Zero speech last month, we can't tolerate delays and red tape when it comes to street safety. We need projects like this to happen quickly, so that we can save lives, prevent injuries, and make our city a place where everyone can wait for the bus without fear of getting hit by a car.

We know what needs to be done to make our streets safe, and now I'm asking you, as a leader of this city, to help make sure it happens quickly.

Trish Gump
SF Resident

Trish Gump
gumppt@yahoo.com
2345 Lake St
San Francisco, California 94121

From: [Trish Gump](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: I support safety in West Portal
Date: Monday, April 22, 2024 3:25:53 PM

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Trish Gump
SF Resident

Trish Gump
gumptt@yahoo.com
2345 Lake St
San Francisco, California 94121

From: [Jean Perata](#)
To: mtaboard@sfmta.com; info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Melgar, Myrna \(BOS\)](#)
Subject: West Portal Proposal
Date: Monday, April 22, 2024 3:15:13 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello -

I've read about the changes being proposed for West Portal, near the Ulloa-West Portal intersection. I am interested in this proposal, as I visit West Portal by car, on foot, and by MUNI.

I have no problem with the area and intersection in front of West Portal Station being turned into a pedestrian-only zone. I only have one question, that hasn't been addressed in the materials I've seen.

Here's my question: Are any parking places (metered or not) going to be eliminated in this action? If the plan is to eliminate parking places, how many will be eliminated? In my opinion, in order to make Lennox and part of Ulloa one-way streets, it won't be necessary to remove parking places.

Sincerely,
Jean Perata
District 7 resident

From: [Lillian Archer](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: I support safety in West Portal
Date: Monday, April 22, 2024 12:46:01 PM

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Supervisors San Francisco Board of Supervisors,

I'm writing to express my support for the SFMTA's project to make West Portal safer for pedestrians and transit riders.

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We know what needs to be done to make our streets safe, and now I'm asking you, as a leader of this city, to help make sure it happens quickly.

Lillian Archer
lillian.b.archer@gmail.com
1578 8th Avenue
San Francisco, California 94122

From: [Lillian Archer](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: I support safety in West Portal
Date: Monday, April 22, 2024 12:46:00 PM

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Supervisors San Francisco Board of Supervisors,

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We know what needs to be done to make our streets safe, and now I'm asking you, as a leader of this city, to help make sure it happens quickly.

Lillian Archer
lillian.b.archer@gmail.com
1578 8th Avenue
San Francisco, California 94122

From: [Jeremy Birch](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Monday, April 22, 2024 7:33:59 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

The intersection of Ulloa Street and West Portal Avenue is dangerously designed and, with its numerous Muni stops and high number of people walking, biking, and taking public transit through the area, it should be closed to car traffic to make the area safe for people, especially children, seniors, and people with disabilities who often use walk and public transportation as well as visit the nearby library, playground, park, schools, and shops.

On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

Jeremy Birch
birch.jeremy25@gmail.com
1287 San Moritz Dr
San Jose, California 95132

From: [Alan Toth](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Make Fulton Safe
Date: Sunday, April 21, 2024 8:09:12 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Supervisor Board of Supervisors,

Dear Mayor London Breed and Board of Supervisors; Directors Jeffrey Tumlin and Carla Short, and City Traffic Engineer Ricardo Olea,

An elderly man was killed in the crosswalk in the morning of January 31 at Fulton and Arguello. We all know that both Fulton and Arguello, like the rest of San Francisco's High Injury Network, are streets that have killed and injured before and will do so again. I'm writing to urge SFMTA to immediately implement improvements at the Fulton and Arguello intersection, create a safer and slower Fulton, and proactively prioritize safety-forward measures citywide.

The Fulton Street Safety and Transit Project failed to lower speeds, or introduce significant vehicle calming measures. While the project introduced bus bulbs, the other main safety measure was painted safety zones. The planned transit bulb-out at the north-west corner of Fulton and Arguello (which very well may have helped the pedestrian in this case) has yet to be installed, nearly four years after it was approved. Paint does not protect. Concrete, slower speeds, and narrower lanes do. Therefore:

We urge the Department of Public Works and SFMTA to prioritize the completion of the transit-bulb-out on the north-west corner on Fulton and Arguello.

We know that speed kills. So let's lower the speed limit on Fulton from 30 to 25 mph between Arguello to the Great Highway. This matches the 25 mph limit east of Arguello.

We know that this intersection is heavily used by cyclists and transit riders accessing stops on Fulton and Arguello. The intersection needs an automatic pedestrian cycle with a leading pedestrian interval accommodating a walking speed of 2.5 feet/second or less.

Because other Fulton crossings are likewise crucial entrances to Golden Gate Park for people of all ages and abilities, let's make sure every signalized intersection on Fulton from Stanyan to the Great Highway has these same signal improvements. Lastly, please expedite the protected bike lanes project on Arguello Boulevard from Fulton to the Presidio.

These are basic safety features that will make Fulton, and access to Golden Gate Park, safer for all road users.

To our elected leaders: I also urge you to remember our neighbor who was killed as you weigh the costs and benefits of future Muni Forward, Active Community Plan, and Vision Zero Quick Build projects. For example, building a transit-only lane on Fulton would allow us to put both

transit and safety first, by making the bus faster and more convenient, while discouraging dangerous speeding. And there will be other projects that arise, offering safety, transit, and economic benefits—making it easier for San Franciscans to shift more trips to sustainable modes of travel to meet our city's climate goals—at the cost of some parking. Please consider the lives that you will save as you approve these projects.

Thank you, and please take care.

Alan Toth

alan@alantoth.net

720 9th Ave

San Francisco, California 94118

From: [David Cairns](#)
To: mtaboard@sfmta.com; [MelgarStaff \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); info@sfcta.org; [SFOSB \(ECN\)](#); [Board of Supervisors \(BOS\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: In support of West Portal redesign
Date: Friday, April 19, 2024 11:19:17 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I strongly support the MTA draft plan to limit cars on the West Portal and Ulloa intersection. This proposal will make this intersection safer for families and pedestrians of all ages. This plan is a fantastic effort to respond to public outcry over the safety of our streets. If an entire family can be violently killed by a random driver's single mistake, then it could easily happen again, and the design of the place itself must be changed.

Thank you so much for your swift response, in particular Supervisor Melgar and Mayor Breed, and the fine folks at the SFMTA.

Thank you,
-- David Cairns
1936 10th Ave

From: [Hormuz Mostofi](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Friday, April 19, 2024 8:09:49 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

The intersection of Ulloa Street and West Portal Avenue is dangerously designed and, with its numerous Muni stops and high number of people walking, biking, and taking public transit through the area, it should be closed to car traffic to make the area safe for people, especially children, seniors, and people with disabilities who often use walk and public transportation as well as visit the nearby library, playground, park, schools, and shops.

On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

Hormuz Mostofi
hormuzmostofi@gmail.com
201 FOLSOM ST APT 12B
San Francisco, California 94105

From: [Joseph Botti](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Thursday, April 18, 2024 8:06:24 PM

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The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you,
Joseph Botti

Joseph Botti
squirturtle123@gmail.com
5646 Lemona Ave.

Los Angeles, California 91411

From: [Temi Adamolekun](#)
To: [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); tilly.chang@sfcta.org; [Colfax, Grant \(DPH\)](#); [Scott, William \(POL\)](#); [Nicholson, Jeanine \(FIR\)](#); [Short, Carla \(DPW\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Heartbroken for pedestrians in West Portal. We need real change NOW.
Date: Thursday, April 18, 2024 7:49:31 PM

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Dear Mayor London Breed, Board of Supervisors, SFMTA Director Jeffrey Tumlin, SFPD Chief William Scott, SFFD Chief Jeanine Nicholson, DPW Acting Director Carla Short, DPH Director Grant Colfax, and SFCTA Executive Director Tilly Chang:

I am heartbroken about the young family killed in West Portal.

Things have to change, full stop.

While people inside vehicles are safer than ever, those of us outside of vehicles are more at risk than ever. Cars, trucks, and SUVs can become deadly weapons in an instant.

I'm calling on you, all of our City's leaders, to step up to the all-too-real threat on our streets with new levels of commitment and in new ways.

Across the board – in policies, decisions, projects, and funding – you must truly prioritize babies, toddlers, children, teens, adults, elders, and people with disabilities over the movement of vehicles on our streets.

As the City begins its second decade of Vision Zero, we need to hear how you will rise to this challenge and take comprehensive, consistent actions for safe streets to prevent every tragedy possible.

Count my voice as one of many, many concerned residents of San Francisco who stand for safe streets now.

-- Temi Adamolekun
tigerbites@gmail.com
Coventry Court 94127

From: [Dennis Lynch](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Make Fulton Safe
Date: Thursday, April 18, 2024 5:26:25 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Supervisor Board of Supervisors,

Dear Mayor London Breed and Board of Supervisors; Directors Jeffrey Tumlin and Carla Short, and City Traffic Engineer Ricardo Olea,

An elderly man was killed in the crosswalk in the morning of January 31 at Fulton and Arguello. We all know that both Fulton and Arguello, like the rest of San Francisco's High Injury Network, are streets that have killed and injured before and will do so again. I'm writing to urge SFMTA to immediately implement improvements at the Fulton and Arguello intersection, create a safer and slower Fulton, and proactively prioritize safety-forward measures citywide.

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These are basic safety features that will make Fulton, and access to Golden Gate Park, safer for all road users.

To our elected leaders: I also urge you to remember our neighbor who was killed as you weigh the costs and benefits of future Muni Forward, Active Community Plan, and Vision Zero Quick Build projects. For example, building a transit-only lane on Fulton would allow us to put both

transit and safety first, by making the bus faster and more convenient, while discouraging dangerous speeding. And there will be other projects that arise, offering safety, transit, and economic benefits—making it easier for San Franciscans to shift more trips to sustainable modes of travel to meet our city's climate goals—at the cost of some parking. Please consider the lives that you will save as you approve these projects.

Thank you, and please take care.

Dennis Lynch
dennislynch7@gmail.com
508 Cabrillo
San Francisco , California 94118

From: [Bea Manuel](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Thursday, April 18, 2024 4:50:01 PM

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The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Bea Manuel
baetzli@yahoo.com
258 silver Ave
San Francisco, California 94112

From: [Albert Papp](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Thursday, April 18, 2024 3:51:25 PM

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The Board of Supervisors,

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Thank you.

Albert Papp
dent-rating0a@icloud.com

San Francisco, California 94127

From: [Jessica Schoen](#)
To: [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); tilly.chang@sfcta.org; [Colfax, Grant \(DPH\)](#); [Scott, William \(POL\)](#); [Nicholson, Jeanine \(FIR\)](#); [Short, Carla \(DPW\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Heartbroken for pedestrians in West Portal. We need real change NOW.
Date: Thursday, April 18, 2024 3:46:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor London Breed, Board of Supervisors, SFMTA Director Jeffrey Tumlin, SFPD Chief William Scott, SFFD Chief Jeanine Nicholson, DPW Acting Director Carla Short, DPH Director Grant Colfax, and SFCTA Executive Director Tilly Chang:

I am heartbroken about the young family killed in West Portal.

Things have to change, full stop.

While people inside vehicles are safer than ever, those of us outside of vehicles are more at risk than ever. Cars, trucks, and SUVs can become deadly weapons in an instant.

I'm calling on you, all of our City's leaders, to step up to the all-too-real threat on our streets with new levels of commitment and in new ways.

Across the board – in policies, decisions, projects, and funding – you must truly prioritize babies, toddlers, children, teens, adults, elders, and people with disabilities over the movement of vehicles on our streets.

As the City begins its second decade of Vision Zero, we need to hear how you will rise to this challenge and take comprehensive, consistent actions for safe streets to prevent every tragedy possible.

Count my voice as one of many, many concerned residents of San Francisco who stand for safe streets now.

-- Jessica Schoen
schoenjessica@gmail.com
1414 Funston Ave 94122

From: [Susan Weisberg](#)
To: [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); tilly.chang@sfcta.org; [Colfax, Grant \(DPH\)](#); [Scott, William \(POL\)](#); [Nicholson, Jeanine \(FIR\)](#); [Short, Carla \(DPW\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Heartbroken for pedestrians in West Portal. We need real change NOW.
Date: Thursday, April 18, 2024 3:15:08 PM

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Dear Mayor London Breed, Board of Supervisors, SFMTA Director Jeffrey Tumlin, SFPD Chief William Scott, SFFD Chief Jeanine Nicholson, DPW Acting Director Carla Short, DPH Director Grant Colfax, and SFCTA Executive Director Tilly Chang:

You have been hearing from hundreds, if not thousands, of people for many years about the ongoing pedestrian deaths and injuries on San Francisco's streets.

This year, 2024, was the goal for zero pedestrian traffic deaths. But there are more than ever-- eight so far this year and it's only April.

What's wrong with this picture? Why has this been allowed to continue? Why are vehicles and drivers prioritized over pedestrian lives?

There are many things that can be done and you are well aware of them all. NOW is the time to do EVERYTHING in your power to make San Francisco's streets safe.

Thank you, Susan Weisberg

-- Susan Weisberg
swhys42@gmail.com
544 Greenwich St. 94133

From: [Laurel Elkjer](#)
To: [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); tilly.chang@sfcta.org; [Colfax, Grant \(DPH\)](#); [Scott, William \(POL\)](#); [Nicholson, Jeanine \(FIR\)](#); [Short, Carla \(DPW\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Heartbroken for pedestrians in West Portal. We need real change NOW.
Date: Thursday, April 18, 2024 2:48:01 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor London Breed, Board of Supervisors, SFMTA Director Jeffrey Tumlin, SFPD Chief William Scott, SFFD Chief Jeanine Nicholson, DPW Acting Director Carla Short, DPH Director Grant Colfax, and SFCTA Executive Director Tilly Chang:

I am heartbroken about the young family killed in West Portal.

Things have to change, full stop.

While people inside vehicles are safer than ever, those of us outside of vehicles are more at risk than ever. Cars, trucks, and SUVs can become deadly weapons in an instant.

I'm calling on you, all of our City's leaders, to step up to the all-too-real threat on our streets with new levels of commitment and in new ways.

Across the board – in policies, decisions, projects, and funding – you must truly prioritize babies, toddlers, children, teens, adults, elders, and people with disabilities over the movement of vehicles on our streets.

As the City begins its second decade of Vision Zero, we need to hear how you will rise to this challenge and take comprehensive, consistent actions for safe streets to prevent every tragedy possible.

Count my voice as one of many, many concerned residents of San Francisco who stand for safe streets now.

-- Laurel Elkjer
laurelelkjer@gmail.com
745 Chestnut St Apt 201 94133

From: [Ranjit Bharvirkar](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Thursday, April 18, 2024 2:46:23 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

The intersection of Ulloa Street and West Portal Avenue is dangerously designed and, with its numerous Muni stops and high number of people walking, biking, and taking public transit through the area, it should be closed to car traffic to make the area safe for people, especially children, seniors, and people with disabilities who often use walk and public transportation as well as visit the nearby library, playground, park, schools, and shops.

On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

Ranjit Bharvirkar
ranjit_rff@yahoo.com

Berkeley, California 94709

From: [Pavel Paramonov](#)
To: [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); tilly.chang@sfcta.org; [Colfax, Grant \(DPH\)](#); [Scott, William \(POL\)](#); [Nicholson, Jeanine \(FIR\)](#); [Short, Carla \(DPW\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Heartbroken for pedestrians in West Portal. We need real change NOW.
Date: Thursday, April 18, 2024 2:43:30 PM

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Dear Mayor London Breed, Board of Supervisors, SFMTA Director Jeffrey Tumlin, SFPD Chief William Scott, SFFD Chief Jeanine Nicholson, DPW Acting Director Carla Short, DPH Director Grant Colfax, and SFCTA Executive Director Tilly Chang:

I am heartbroken about the young family killed in West Portal.

Things have to change, full stop.

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I'm calling on you, all of our City's leaders, to step up to the all-too-real threat on our streets with new levels of commitment and in new ways.

Across the board – in policies, decisions, projects, and funding – you must truly prioritize babies, toddlers, children, teens, adults, elders, and people with disabilities over the movement of vehicles on our streets.

As the City begins its second decade of Vision Zero, we need to hear how you will rise to this challenge and take comprehensive, consistent actions for safe streets to prevent every tragedy possible.

Count my voice as one of many, many concerned residents of San Francisco who stand for safe streets now.

-- Pavel Paramonov
pavel.paramonov@gmail.com
463 26th Ave Apt 402 94121

From: [Jessica Straus](#)
To: [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); tilly.chang@sfcta.org; [Colfax, Grant \(DPH\)](#); [Scott, William \(POL\)](#); [Nicholson, Jeanine \(FIR\)](#); [Short, Carla \(DPW\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Heartbroken for pedestrians in West Portal. We need real change NOW.
Date: Thursday, April 18, 2024 2:38:59 PM

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Dear Mayor London Breed, Board of Supervisors, SFMTA Director Jeffrey Tumlin, SFPD Chief William Scott, SFFD Chief Jeanine Nicholson, DPW Acting Director Carla Short, DPH Director Grant Colfax, and SFCTA Executive Director Tilly Chang:

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As the City begins its second decade of Vision Zero, we need to hear how you will rise to this challenge and take comprehensive, consistent actions for safe streets to prevent every tragedy possible.

Count my voice as one of many, many concerned residents of San Francisco who stand for safe streets now.

-- Jessica Straus
jessica.straus@gmail.com
2201 16th Avenue 94116

From: [Lee Markosian](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Close the intersection of West Portal Avenue and Ulloa to car traffic
Date: Thursday, April 18, 2024 1:51:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I'm still in shock that a family of 4 waiting to board a bus was recently wiped out by an out-of-control driver.

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

The intersection of Ulloa Street and West Portal Avenue is dangerously designed and, with its numerous Muni stops and high number of people walking, biking, and taking public transit through the area, it should be closed to car traffic to make the area safe for people, especially children, seniors, and people with disabilities who often use walk and public transportation as well as visit the nearby library, playground, park, schools, and shops.

On March 16, 2024, four people — an entire family, including a toddler and infant — were killed when a driver crashed a car near this intersection.

Closing the intersection to cars will instantly make it safer for all people, including people who need to drive or use cars, and improve the speed and reliability of Muni to and from West Portal and helping more people shift trips away from cars to public transportation. Installing Transit-Only Lanes on Ulloa Street and West Portal Avenue will improve the speed and reliability of Muni while significantly increasing safety for all people, including people in cars.

Please take action by directing SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities, while simultaneously improving the speed and reliability of public transportation to and from West Portal.

Thank you.

Lee Markosian
lee.markosian@gmail.com

1673 Grove St.
San Francisco, California 94117

From: [Zach Klippenstein](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes to make it safe for all people, while improving the speed and reliability of public transportation
Date: Thursday, April 18, 2024 1:02:10 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Board of Supervisors,

I urge you to direct SFMTA to close the intersection of West Portal Avenue and Ulloa Street to car traffic and install Transit-Only Lanes on Ulloa Street and West Portal Avenue to make the area safe for all people, especially children, seniors, and people with disabilities as well as those walking, taking public transportation, and biking around West Portal Station. Now is the time for action, and I urge you to take immediate action to make this intersection and the broader area safer for all people, while improving the speed and reliability of public transportation to and from West Portal.

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Thank you.

Zach Klippenstein
petition@zachklipp.com

San Francisco, California 94122

From: [Jessica Hsu](#)
To: [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); tilly.chang@sfcta.org; [Colfax, Grant \(DPH\)](#); [Scott, William \(POL\)](#); [Nicholson, Jeanine \(FIR\)](#); [Short, Carla \(DPW\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Heartbroken for pedestrians in West Portal. We need real change NOW.
Date: Thursday, April 18, 2024 10:05:46 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor London Breed, Board of Supervisors, SFMTA Director Jeffrey Tumlin, SFPD Chief William Scott, SFFD Chief Jeanine Nicholson, DPW Acting Director Carla Short, DPH Director Grant Colfax, and SFCTA Executive Director Tilly Chang:

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As the City begins its second decade of Vision Zero, we need to hear how you will rise to this challenge and take comprehensive, consistent actions for safe streets to prevent every tragedy possible.

Count my voice as one of many, many concerned residents of San Francisco who stand for safe streets now.

-- Jessica Hsu
jessicahsu88@gmail.com
36th Ave 94116

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Jalipa, Brent \(BOS\)](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: TIOC Opposition to the Amendments to the TI/YBI Development Agreement File No. 240202
Date: Thursday, April 25, 2024 2:21:28 PM

Dear Supervisors,

Please see below regarding

File No. 240202 - Resolution approving an Amended and Restated Disposition and Development Agreement between the Treasure Island Development Authority and Treasure Island Community Development, LLC, for certain real property located on Treasure Island and Yerba Buena Island, including changes to the attached Financing Plan; making findings under the California Environmental Quality Act; and affirming findings of conformity with the General Plan, and the eight priority policies of Planning Code, Section 101.1(b).

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From: Jim Mirowski <tcommunityorg@gmail.com>
Sent: Monday, April 22, 2024 1:26 PM

To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>

Cc: joseph@peoplepowermedia.org; timredmondsf@gmail.com; Steve Stallone <steve.stallone@gmail.com>

Subject: TIOC Opposition to the Amendments to the TI/YBI Development Agreement

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Treasure Island Organizing Committee

A coalition of Residents, Businesses, and Non-profits on Treasure Island and Yerba Buena Island.

We are writing to express our concerns with and opposition to the DDA Amendment, especially with the Alternative Financing plan included in it. We are also alarmed by the way many in the City have remained conspicuously silent about the plan's obvious deficiencies, even in the face of the Board's own budget analyst's dire warnings of hidden documents that are supposed to show how the numbers will work out. Instead they are rushing to "double down" on the plan without questioning if it constitutes an undeserved bailout that puts the City's bank account and its future bond ratings, as well as the economic stability of the entire City and County of San Francisco, at risk since it is backed by SF's general fund.

TIDA and the TICD have also not been transparent on when and how the development's premiere aspect of 27 percent affordable units will be achieved, even when asked by the Finance Commission.

Both the TICD's mismanagement and, since last year, its legal dispute among its own members, suing each other over a shrinking amount of profits they themselves project to be available, show they are a bad risk, not worthy of the "double down" gamble they seek from the City. Such obvious exclusion by both TIDA and TICD would make any financial analyst nervous.

Compounding that anxiety is the testimony of the Board's own analyst made at the Budget and Finance Committee's meeting April 17. He informed the committee that he was unable to do his job of advising them on the proposal's fiscal soundness since he had not been given a copy of the study that staff referred to in a couple of the committee hearings as proof of their due diligence in structuring the COPs. So that analysis is "unavailable" to the BoS, he told the committee.

"We consider approval [of the Alternative Financing plan] to be a pausing matter," he concluded.

Fortunately, one Supervisor, Connie Chan (Dist 1), brought it up and proposed amendments to the plan to deal with these issues at the last committee meeting it was

heard, the Budget and Finance committee. She said she had reservations about taking on the level of debt issuing COPs (Certificates of Participation, a form of city bonds) would entail — a \$115 million loan in the form of COPs paid from the City's general fund that when interest is added will leave the City with a \$235 million payment. Would this loan action set a precedent for when other projects get in trouble? she asked.

To decrease the risks inherent in the plan, Chan proposed a series of amendments to the Alternative Financing Plan:

- (1) That the COPs would be issued in three tranches, one per year (first year \$50 million, second year another \$50 million and third year \$15 million).
- 2) That issuance of the COPs wouldn't start until after the City revises its 10-year Capital plan to hold the issuance of the COPs accountable to the City's long-term plan.
- 3) Defer debt service fees to the last year.
- 4) Before each of these three tranches are issued, a performance review and assessment must be done for transparency and accountability.

The TI project was sold to the people of San Francisco as an affordable housing project, one that would have 27.3 percent of its units being affordable. That means of the 8,000 units planned 2175 must be affordable. When asked at the April 4 meeting of the Financial Commission about when those units would come on line, TIDA Executive Director Robert Beck only mentioned that 290 units are currently built with another 200 projected in the next couple years. He gave no indication when the remaining 1,775 affordable units would be available.

This record leaves us with a lack of confidence in the program and wondering who is being held accountable, especially in a project that is more than \$1 billion over budget and eight years behind schedule, according to the BoS legislative analyst.

The fiscal prudence the people of San Francisco have entrusted to our elected leaders demands the City halt this process and hold a public airing of these issues.

We support Supervisor Chan's amendments to the financing plan. And in the meantime we also have a couple of demands:

- * Release the Alternative Financial plan in accordance with the Sunshine Ordinance and the City's commitment to transparency.
- * Release the plan for when and how the promised affordable housing will be built and ready for occupancy.

SF Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244, San Francisco, CA 94102-4689

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2024 APR 25 AM 9:10

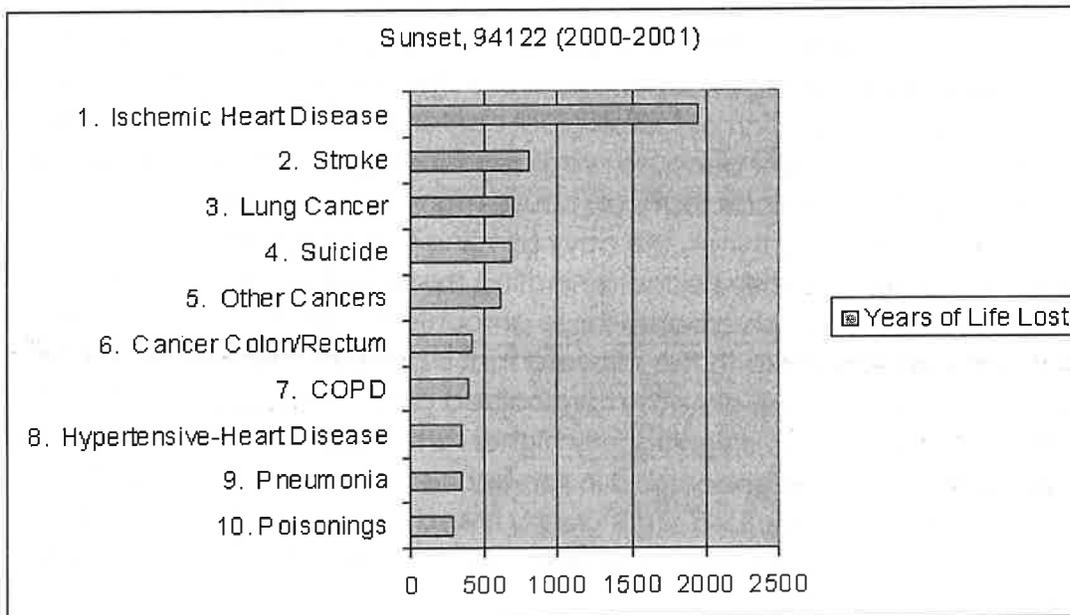
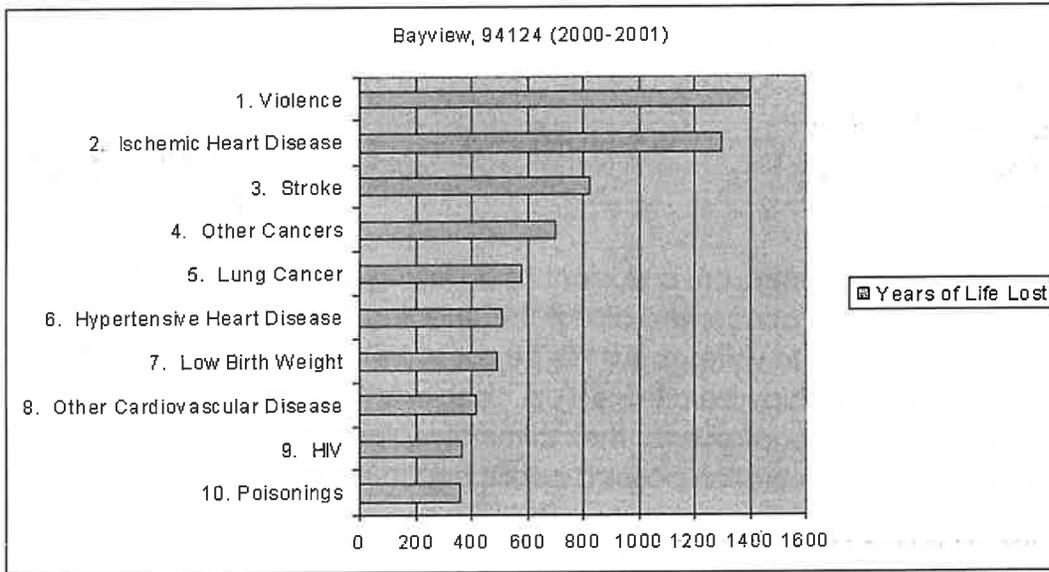
4/17/24

BY JA BOS-11

Dear City Council,

My name is Santiago Dennis, I'm a student at gateway highscool and I'm writing this letter because I am concerned about the ongoing contamination of the hunters point shipyard. I chose to write about this because I want to spread awareness for this issue and help get the shipyard cleaned up. I also want to call to hold companies like tetra tech accountable for their criminal malpractice. I think it's important because the contamination poses a public health risk to the nearby community of hunters point.

The hunters point shipyard has been one of San Francisco's oldest shipyards, established in 1870 and closed in 1994 the shipyard has a long history. The Hunters Point shipyard is currently one of the largest superfund sites in the nation. A superfund site is a site where there is a large collection of radiological contamination that needs to be cleaned up (EPA). This is important because areas surrounding superfund sites can be exposed to many harmful chemicals that can cause many diseases. This contamination was caused by 2 things, the navy bringing back contaminated ships from nuclear tests and not correctly decontaminating them and the Naval Radiological Defense Laboratory or NRDL which created large amounts of nuclear waste. Hunters point is a neighborhood very close to the shipyard that is predominantly Black, Latino and Asian. These communities are already marginalized and when compared to other neighborhoods hunters point has a significantly higher rate of cancer and lower rate of birth compared to the sunset neighborhood in san francisco this could be due to many things but the proximity to a superfund site is clearly linked to higher rates of disease. This information is fromhealthySF.org which uses evidence from scientific literature to help inform people about public health statistics.



The navy has claimed to have cleaned up the site and says that it is safe for development even though toxic chemicals like strontium 90 have been found as recently as 2022. The navy contracted TetraTech to clean up the shipyard but 2 whistleblowers have come forward and claimed that 97% of the soil samples were fabricated with many soil samples being swapped out for clean ones. TetraTech still has yet to be held accountable for these actions.

I think that the Navy needs to fulfill their promise to help clean up the shipyard. Cleaning the shipyard would help hunters point residents and create new opportunities for development. My goal is to raise awareness for this issue and try to encourage public officials into cleaning up hunters points shipyard.

Sincerely,
Santiago Dennis
9th Grader, Gateway High School
1430 Scott St., San Francisco CA 94115

Works Cited

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screening." *CBS News*, 17 December 2023,

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"Hunters Point Naval Shipyard." *Wikipedia*,

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2024.



From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [BOS-Operations](#); [Calvillo, Angela \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: California in a jam after borrowing billions to pay unemployment benefits. Illegals receive free housing, free food, free education and free medical
Date: Friday, April 19, 2024 8:29:37 AM

Hello,

Please see below communication regarding unemployment.

Regards,

John Bullock
Office of the Clerk of the Board
San Francisco Board of Supervisor
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184
BOS@sfgov.org | www.sfbos.org

***Disclosures:** Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.*

From: barton mac Leod <irishincalif@yahoo.com>
Sent: Thursday, April 18, 2024 5:00 PM
To: K. Foley <katrina@ocgov.com>; Assemblymember Davies <assemblymember.davies@assembly.ca.gov>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; assemblymember.boerner@assembly.ca.gov
Subject: California in a jam after borrowing billions to pay unemployment benefits. Illegals receive free housing, free food, free education and free medical

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

California in a jam after borrowing billions to pay unemployment benefits

California's massive [budget deficit](#), coupled with the state's relatively high level of joblessness, has become a major barrier to reducing the billions of dollars of debt it has incurred to pay unemployment benefits.

The [surge in unemployment](#) brought on by the COVID pandemic pushed the state's unemployment insurance trust into insolvency. And over the last year California's joblessness has been [on the upswing again](#), reaching 5.3% in February, the highest among all states. The March job numbers come out Friday.

To keep the [safety-net program](#) operating at a time when the taxes paid by employers and earmarked for jobless benefits are insufficient, Sacramento has been borrowing billions of dollars from the federal government. The debt now [stands at about \\$21 billion](#) and growing, an increasing burden for state deficit fighters and for the businesses that pay into the jobless insurance program.

Payroll taxes paid by employers are rising not only to cover payouts to unemployed workers but also a state surcharge and a gradually increasing federal surtax to help pay off the principal on the debt. But the tax increases are not enough to deal with the huge loan the state has incurred, or at least not in any timely manner.

<https://l.smartnews.com/p-hSyCw/xwmVDD>

[Sent from Yahoo Mail for iPad](#)

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Documents for Public Comments April 23, 2024
Date: Thursday, April 25, 2024 3:36:40 PM
Attachments: [EVIDENCE.pdf](#)

Dear Supervisors,

Please see below and attached regarding surveillance issues.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: Chris K. <ckblueaqua@gmail.com>
Sent: Monday, April 22, 2024 1:42 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Documents for Public Comments April 23, 2024

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Could someone please send this to all the Board of Supervisors to have for the meeting tomorrow? I would recommend that they read it prior to the meeting as it will be

extremely relevant to my public comments tomorrow.

Thanks in advance,

Chris Ward Kline

STATEMENT CHRIS WARD KLINE AND SUPPORTING DOCUMENTATION Re: Chris Kline v. Pennsylvania Department of Human Services

April 17, 2024,

Dear Appeal Board and Officer Damian DeStefano,

ADDITIONAL EVIDENCE AND DOCUMENTATION

Enclosure 1 is Chris Ward Kline's CDC FOIA dated December 4, 2023 which clearly shows no reportable diseases, injuries, illnesses and no mental health issues or concerns from 1991-2023. At times between those dates, I have traveled to and from Pennsylvania and web based platforms health infrastructure for sustainable behavior change interventions technology was used by Department of Human Services at various times. As a CEO of a non-profit that interacts with people with mental health disorders and substance abuse disorders, there would be cross-referenced files dealing with myself. These platforms (See Enclosure 2) to include previously mentioned ones and the University of Penn Way to Health (W2H) that can deliver a tailored solution for specific patient populations anywhere in the United States. So if I expressed concerns about healthcare in Pennsylvania and it rubbed clinicians or others the wrong way, they could send solutions such as mental health, anxiety or other health related solutions that would or could impact my daily life even though I live in San Francisco. The same could be said for San Francisco that uses a platform called Sherlock, that if I traveled to say Chambersburg, PA and San Francisco didn't agree with the health care solutions being administered, they could send their platforms anywhere in the United States; to include friends and family that I visit in various counties in Pennsylvania, often created a synergy effect compounding the web based platforms being sent by Human Services, Department of Health or other agencies. The normal system interface sits in Washington, D. C. but with technology, this impact has superseded the outdated protections that would allow outside practitioners, clinicians and others to impact health outside their normal parameters. THIS HAPPENED BEFORE IN THE LATE 60'S AND EARLY 1970'S. As back then and now, the protections have already been argued in United States vs. United States (decided June 19, 1972), Katz vs. United States (Decided December 18, 1967), amongst other cases.

My records in San Francisco and other places from 1991-2023 are vastly different than the CDC FOIA and the records were altered to only place me on digital surveillance to allow individuals to use voice and phone technology to attempt to influence me for personal, political and religious reasons. Now knowingly the previous sentence as a true statement, these few would have used me during my travels to Pennsylvania and the signal would have been bounced to others at gas stations, First Responders, Politicians, etc. In return, Pennsylvania would have used the individuals who contacted me to bounce a signal back to San Francisco or other places to retaliate and alter health care solutions, public health and safety outcomes and solutions on individuals, First Responders, Politicians, etc. Now knowingly the previous sentence as a true statement and knowingly that this technology is transmitted through electricity, power lines, phone

STATEMENT CHRIS WARD KLINE AND SUPPORTING DOCUMENTATION Re: Chris Kline v. Pennsylvania Department of Human Services

lines, and health care systems such as computers and other devices, we can move on to the next factual information.

As with California Department of Human Services, the Pennsylvania Department of Human Services uses interventions and systems to conduct investigations on citizens for various issues to include adoption, illegal gun possession (known as red flag laws), disorders, mental health disorders, mental health of getting over miscarriages, substance abuse disorders, etc.

Since I was incorrectly diagnosed with one or more items listed above, California and Pennsylvania would have at various times used these interventions, IT/phone or Web based platforms health infrastructure for sustainable behavior change interventions technology on more than one occasion and/or used to cause anxiety or stress due to publicly protected comments made by me in an attempt to discredit me or my comments about my grandfather John Chocha and other events or incidents that I may have investigated.

The following is also presented for my grandfather John Chocha who went missing from Harrisburg State Hospital in mid-summer 1969.

The McCarran Internal Security Act of 1950, repealed in 1971 after President Nixon omitted all funds for it in 1973 and operations ceased later in 1973. It wasn't just Japanese that were detained in camps, state hospitals but others such as Russians and those of Polish descent. My grandfather's father moved from Poland to the United States in 1912. It is factually known that individuals and families that moved from this area would have been placed on The Index List used by the F.B.I. to keep track of foreign individuals from potentially war torn areas. This list was used during the McCarran Internal Security Act to falsely accuse individuals to discredit them or their families for a host of reasons.

Department of Human Services, as they do today with web based platforms health infrastructure for sustainable behavior change interventions technology, they used technology in the 1960's and 1970's to deliver sustainable behavior change interventions via phone and voice technology. John Chocha was identified incorrectly and reported to the McCarran Internal Security Act. Department of Human Services (also known decades ago in other states as Public Welfare) would have used interventions and sustainable behavior change interventions to cause by technology, anxiety, mental health symptoms to force compliance and force John Chocha to agree or to have others close to him agree to place him at Harrisburg State Hospital.

Carpenter vs. United States (decided June 22, 2018) makes it illegal to access a person's phone location history without a warrant or probable cause.

STATEMENT CHRIS WARD KLINE AND SUPPORTING DOCUMENTATION Re: Chris Kline v. Pennsylvania Department of Human Services

Evidence submitted during the appeal and supplemental evidence submitted with this statement shows that Department of Human Services uses systems previous discussed on appeal and with this supplemental narrative to not only access my personal phone location history but to send data incorrectly based on multiple reasons to include based on false and incorrect data. The same situation happened to my grandfather prior to his disappearance and death. He lived in New Jersey and moved to Chambersburg, PA. When he left New Jersey, he was being sent data for a false diagnoses of anxiety and the fact certain people were attempting to cause him to move. Once moved to Pennsylvania, similar actions occurred with false diagnoses of anxiety and mental health. The synergy of having two different states sending mental health data to a patient would create increased anxiety and would place the patient's health in danger. See enclosure 3, portion of article from the World Health Organization on factors leading to patient harm. Subsection 2 of that paragraph states: technological factors: issues related to health information systems, such as problems with electronic health records or medication administration systems, and misuse of technology.

The Pennsylvania Department of Human Services uses systems already identified and also administer mental health symptoms for medication administration systems such as mental health medicine. Symptoms occur if the patient needs medication, needs a new medication or has stopped taking his current medication.

A recent example in various parts of the United States is the counterfeit BOTOX in which there were harmful reactions that created symptoms. This was done to get people to a doctor to be examined as part of an intervention and in order to Public Health to launch an investigation. DEPARTMENT OF HUMAN SERVICES are given systems that can alter or enhance a person's mental health situational awareness. This is done with technology today as it was done in 1969.

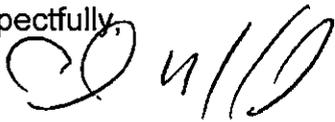
In closing, various entities to include PA DHS are attempting to operate with impunity while just a few are using these systems for politics to attempt to discredit by giving false symptoms to include anxiety, mental health disorders or health disorders. I respectively urge the release of records on Chris Ward Kline and John Chocha for closure, peace and to rebuild public integrity and trust. These records are in the custody of PA DHS and were used to impact my health records which after years of trying, have now been cleared by the CDC with the FOIA request (enclosure 1). By law, these records are reviewable by me and the public to ensure proper checks and balances and to ensure no malpractice or malfeasance has occurred.

STATEMENT CHRIS WARD KLINE AND SUPPORTING DOCUMENTATION Re: Chris Kline v. Pennsylvania Department of Human Services

It should also be noted that PA DHS has not shared all data included in their arguments which is required by law. It clearly states that all material should be shared with the Hearing Officers and all parties.

It should also be noted that I requested a mediation with the Department of Human Services regarding this records. I still, if possible, think it's in the best interest of the Department of Human Service and the state of Pennsylvania to seek mediation to resolve the records request in the name of closure, peace and to rebuild public integrity and trust.

Respectfully,

A handwritten signature in black ink, appearing to read 'CWK', is written over the word 'Respectfully,'.

Chris Ward Kline

ENCLOSURE 1



Centers for Disease Control
and Prevention (CDC)
Atlanta GA 30333

SENT VIA EMAIL

December 04, 2023

Chris Ward Kline
250 Kearny Street #618
San Francisco, CA 94108
Phone 4155139334
ckblueaqua@gmail.com

3rd Letter Subject: Final Response Letter

Dear Mr. Kline:

The Centers for Disease Control and Prevention and Agency for Toxic Substances and Disease Registry (CDC/ATSDR) received your September 12, 2023, Freedom of Information Act (FOIA) request on September 13, 2023, seeking:

“...all files, metadata, public health surveillance, disease registries, EPI-X data and all other data pertinent to Chris Ward Kline. [01/01/1991 to 09/12/2023]”

A search of our records failed to reveal any documents pertaining to your request. The National Center for HIV, Viral Hepatitis, STD, and TB Prevention (NCHHSTP), the National Center for Environmental Health (NCEH) and the National Institute for Occupational Safety and Health (NIOSH) found no responsive records.

You may contact our FOIA Public Liaison at 770-488-6277 for any further assistance and to discuss any aspect of your request. Additionally, you may contact the Office of Government Information Services (OGIS) at the National Archives and Records Administration to inquire about the FOIA mediation services they offer. The contact information for OGIS is as follows: Office of Government Information Services, National Archives and Records Administration, 8601 Adelphi Road-OGIS, College Park, Maryland 20740-6001, e-mail at ogis@nara.gov; telephone at 202-741-5770; toll free at 1-877-684-6448; or facsimile at 202-741-5769.

If you are not satisfied with the response to this request, you may administratively appeal by writing to the Deputy Agency Chief FOIA Officer, Office of the Assistant Secretary for Public Affairs, U.S. Department of Health and Human Services, Hubert H. Humphrey Building, 200 Independence Avenue, Suite 729H, Washington, D.C. 20201. You may also transmit your appeal via email to FOIARequest@psc.hhs.gov. Please mark both your appeal letter and envelope “FOIA Appeal.” Your appeal must be postmarked or electronically transmitted by March 04, 2024.

Sincerely,

Roger Andoh
CDC/ATSDR FOIA Officer
Office of the Chief Operating Officer
Phone: (770) 488-6399
Fax: (404) 735-1857

ENCLOSURE 2

ⓘ The 2024 **Nudges in Health Care Symposium** will take place September 26–27 in Philadelphia. Learn more and register

DISMISS ×



Way to Health provides technology infrastructure for sustainable behavior change interventions

Watch video

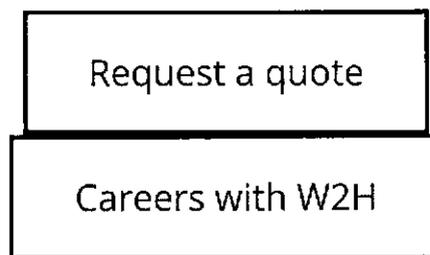
Overview

Way to Health (W2H) is a web-based platform that provides technology infrastructure for sustainable behavior change interventions. The platform's flexible design and focus on automation enable users to dep ↑

tailored solutions for specific patient populations anywhere in the United States with minimal effort at low cost.

When successful interventions are identified, W2H supports implementation in clinical settings so that health benefits can be realized over time. Since its inception, over 280 studies and clinical programs have been run on W2H, engaging more than one million patients.

W2H is supported by the Center for Health Care Transformation and Innovation and Penn's Center for Health Incentives and Behavioral Economics. It was co-created by Drs. Kevin Volpp and David Asch in 2009.



Impact

Health systems and research teams that have used W2H have seen improved patient outcomes and satisfaction, increased adherence to prescribed behaviors such as medication adherence, reduced readmissions and morbidity, decreased burden on care teams, and more.

The increased need for telemedicine and remote monitoring, the prevalence of value-based and risk-bearing contracts, and the shift to consumer-driven health care make the outcomes W2H can produce more critical than ever.

Check out the report below to learn how W2H improved health and health care for patients, providers, and populations in 2023. [↑](#)

ENCLOSURE 3

Factors leading to patient harm

Patient harm in health care due to safety breaks is pervasive, problematic and can occur in all settings and at all levels of health care provision. There are multiple and interrelated factors that can lead to patient harm, and more than one factor is usually involved in any single patient safety incident:

- system and organizational factors: the complexity of medical interventions, inadequate processes and procedures, disruptions in workflow and care coordination, resource constraints, inadequate staffing and competency development;
- technological factors: issues related to health information systems, such as problems with electronic health records or medication administration systems, and misuse of technology;
- human factors and behaviour: communication breakdown among health care workers, within health care teams, and with patients and their families, ineffective teamwork, fatigue, burnout, and cognitive bias;
- patient-related factors: limited health literacy, lack of engagement and non-adherence to treatment; and
- external factors: absence of policies, inconsistent regulations, economic and financial pressures, and challenges related to natural environment.

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: Quality of life issues - 4 letters
Date: Thursday, April 25, 2024 2:02:50 PM
Attachments: [Quality of life issues 4 letters.pdf](#)

Dear Supervisors,

Please see the attached 4 letters regarding quality of life issues.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From: [Mira Martin-Parker](#)
To: [Board of Supervisors \(BOS\)](#); [Tim Redmond](#); [tips@sfstandard.com](#); [tips](#); [tips@sfist.com](#); [tips@missionlocal.com](#); [michaelsellenberger@proton.me](#); [emobley@sfchronicle.com](#); [blogger@nakedcapitalism.com](#)
Subject: Fwd: Pastries for "progressive moderate" millionaire homeowners
Date: Wednesday, April 24, 2024 9:00:33 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

More from Forbes on this new “hub for San Francisco’s vibrant food scene”
[:https://www.forbes.com/sites/markfaithfull/2024/04/11/bay-area-boost-as-ingka-debuts-saluhall-and-targets-us-growth/?sh=6c1dde493bf3](https://www.forbes.com/sites/markfaithfull/2024/04/11/bay-area-boost-as-ingka-debuts-saluhall-and-targets-us-growth/?sh=6c1dde493bf3)

In a double first, IKEA sister business Ingka Centers officially opened its debut plant-forward 23,000-sq. ft. food hall and completed the first of its new mixed use Meeting Place concepts in downtown San Francisco this morning.

Despite the [challenges besetting](#) the city’s retail district, the Meeting Place, already partially open and anchored by an urban format IKEA and flexible working concept Hej!Workshop, delivered with specialist operator Industrious, was completed by Saluhall.

The offer, which was given a soft opening on Tuesday before fully opening its doors today, is intended as a “hub for San Francisco’s vibrant food scene” according to the Swedish-based real estate developer and features five independent local restaurants and chefs from the Bay Area, plus bars, an in-house Scandinavian-inspired bakery, vegan burger bar and soft-serve station, all of which will be open seven days a week.

This international corporate PR hype is also brought to you by the sell-outs at "left progressive independent media" 48 Hills. <https://48hills.org/2024/04/good-taste-getting-flaky-at-smorgasland/>

----- Forwarded message -----

From: **Mira Martin-Parker** <tartarhistle@gmail.com>
Date: Wed, Apr 24, 2024 at 7:00 AM
Subject: Pastries for "progressive moderate" millionaire homeowners
To: [Tim Redmond](mailto:tim@48hills.org) <tim@48hills.org>, <tips@sfstandard.com>, tips <tips@missionlocal.com>, <tips@sfist.com>, tips@missionlocal.com <cgraf@sfexaminer.com>

Way to go **48 Hills!** Busy plugging IKEA’s new bakery for all our displaced Sunnyvale brats:
<https://48hills.org/2024/04/good-taste-getting-flaky-at-smorgasland/>

Who cares about small, genuinely independent owned and operated coffee houses barely able to stay open. Instead you guys are busy hustling the crowds over to multinational corporations,

or fraud holes and Democratic Party fronts like Manny's.

San Francisco, where it's always summertime and the Southern Sundowntown living and de facto class segregation is always easy...

Good Taste: Getting flaky at Smörgåsland

The pastry-stacked promise of IKEA's new bakery and food hall in downtown SF.

By [Tamara Palmer](#)

April 23, 2024

From: [Julien DeFrance](#)
To: [Peskin, Aaron \(BOS\)](#); [PeskinStaff \(BOS\)](#); [Angulo, Sunny \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [PrestonStaff \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Souza, Sarah \(BOS\)](#); [ChanStaff \(BOS\)](#); [Chan, Connie \(BOS\)](#); [StefaniStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Engardio, Joel \(BOS\)](#); [EngardioStaff \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [DorseyStaff \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [MandelmanStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [RonenStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [SafaiStaff \(BOS\)](#); [Sawyer, Jason \(POL\)](#); [SFPD Northern Station, \(POL\)](#); [info@lowerpolkcbd.org](#); [Lower Neighbors](#); [Chris Schulman](#)
Subject: Re: Illegal Homeless Encampments All Over D3 & D5 - Clean This Up!
Date: Tuesday, April 23, 2024 4:04:19 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

FFS, Get to work, PESKIN!

On Apr 22, 2024, at 19:12, Julien DeFrance <julien.defrance@gmail.com> wrote:

Peskin,

Once again, GET RID OF THESE FUCKING TENTS!

Enough of all these crackheads destroying our neighborhood!

If these was happening before you own house, or any of your counterparts, or Breed's house, or Nancy's house, this 3rd world country shit show would already be over.

Now get to work!

On Apr 18, 2024, at 08:29, Julien DeFrance
<julien.defrance@gmail.com> wrote:

THE AREA IS STILL A MESS.

GET RID OF THESE FUCKING TENTS. CLEAN THIS SHIT UP IMMEDIATELY.

On Wed, Apr 17, 2024 at 3:29 PM Julien DeFrance
<julien.defrance@gmail.com> wrote:

Disgraced Supervisor Peskin,
Supervisor Preston,

Illegal homeless encampments are still all over the area.

For instance:

- Austin St between Van Ness and Polk
- 106 Fern St
- 1300 Van Ness
- Hemlock St between Polk and Larkin (Full block occupied)
- Cedar St
- Myrtle St
- Olive St
- Eddy between Van Ness and Polk
- Ellis between Polk and Larkin
- Willow St between Van Ness and Polk
- Golden Gate/Van Ness

And many other surrounding locations.

Our neighborhoods are dirty, inaccessible, and unsafe.

Refer to previous emails, 311 cases, SFPD cases, and other reports for an exhaustive list of current homeless hotspots.

How many times do we need to pound the alarm so that you do your fucking job?

How about you finally give this Donna Ryu lunatic the middle finger she goddamn deserves?

CLEAN THIS SHIT UP. NOW.

Enough of this 3rd world country shit show!

REMOVE ALL THOSE CRACKHEADS, HOMELESS ENCAMPMENTS IMMEDIATELY.

On Thu, Apr 11, 2024 at 9:44 AM Julien DeFrance

<julien.defrance@gmail.com> wrote:

CLEAN UP OUR STREETS, for fuck sake!

On Apr 10, 2024, at 20:26, Julien DeFrance

<julien.defrance@gmail.com> wrote:

Encampments are still all over the neighborhood.

Get to work! NOW.

How many times do we taxpayers have to ask you to do your fucking job, Aaron Peskin?!

On Apr 9, 2024, at 08:34, Julien DeFrance

<julien.defrance@gmail.com> wrote:

GET RID OF THESE FUCKING
TENTS, NOW!

On Apr 8, 2024, at 23:06,
Julien DeFrance
<julien.defrance@gmail.com>
wrote:

Disgraced Supervisor
Peskin,

Supervisor Preston,

Here are a couple of
locations you might want to
make sure are getting the
appropriate attention:

Between Van Ness and
Polk, and/or Polk and
Larkin:

- Austin St
- Fern St
- Sutter St
- Hemlock St
- Cedar St
- Alice B Toklas Pl / Myrtle
St
- Olive St
- Willow St
- Eddy St

- Ellis St

- Elm St

Additionally:

- 1266 Van Ness Ave

- 850 Van Ness Ave

- 620 Van Ness Ave

And many other locations
10-20 blocks N/S/E/W of
these locations.

Why are you tolerating such
a 3rd world country shit-
show to happen right before
our eyes, under your
fucking watch?

Do your fucking job or else
resign!

As for you, Disgraced
Supervisor Peskin, you
have been letting us down
for so many years on these
particular matters,

What credibility will you
have city-wide, when you
weren't even able to do your
fucking job in District #3!
Your recent campaign launch
is just beyond laughable!!

Get to work, commies! And
fix this shit up, for fuck
sake!

We're paying enough taxes
in this city to expect the
work to be done.

Enough with the BS. We
need accountability. We
need results.

From: [Julien DeFrance](#)
To: [Peskin, Aaron \(BOS\)](#); [PeskinStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [PrestonStaff \(BOS\)](#); [Angulo, Sunny \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [Souza, Sarah \(BOS\)](#); [ChanStaff \(BOS\)](#); [Chan, Connie \(BOS\)](#); [StefaniStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Engardio, Joel \(BOS\)](#); [EngardioStaff \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [DorseyStaff \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [MandelmanStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [RonenStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [SafaiStaff \(BOS\)](#); [Sawyer, Jason \(POL\)](#); [SFPD Northern Station, \(POL\)](#); info@lowerpolkcbd.org; [Lower Neighbors](#); [Chris Schulman](#)
Subject: Re: Illegal Homeless Encampments All Over D3 & D5 - Clean This Up!
Date: Monday, April 22, 2024 7:13:19 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Peskin,

Once again, GET RID OF THESE FUCKING TENTS!

Enough of all these crackheads destroying our neighborhood!

If these was happening before you own house, or any of your counterparts, or Breed's house, or Nancy's house, this 3rd world country shit show would already be over.

Now get to work!

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Supervisor Preston,

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- Myrtle St
- Olive St
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- Ellis between Polk and Larkin
- Willow St between Van Ness and Polk
- Golden Gate/Van Ness

And many other surrounding locations.

Our neighborhoods are dirty, inaccessible, and unsafe.

Refer to previous emails, 311 cases, SFPD cases, and other reports for an exhaustive list of current homeless hotspots.

How many times do we need to pound the alarm so that you do your fucking job?

How about you finally give this Donna Ryu lunatic the middle finger she goddamn deserves?

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- Ellis St
- Elm St

Additionally:

- 1266 Van Ness Ave
- 850 Van Ness Ave
- 620 Van Ness Ave

And many other locations 10-20 blocks
N/S/E/W of these locations.

Why are you tolerating such a 3rd world
country shit-show to happen right before
our eyes, under your fucking watch?

Do your fucking job or else resign!

As for you, Disgraced Supervisor
Peskin, you have been letting us down
for so many years on these particular
matters,

What credibility will you have city-
wide, when you weren't even able to do
your fucking job in District #3! Your
recent campaign lauch is just beyond
laughable!!

Get to work, commies! And fix this shit
up, for fuck sake!

We're paying enough taxes in this city to
expect the work to be done.

Enough with the BS. We need
accountability. We need results.

From: [omm'A Givens](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Time to EVICT the homeless polluting our neighborhoods
Date: Saturday, April 20, 2024 12:31:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello my name is omm'A Givens, I have lived in the bay area for past 16 years and currently residing in the Tenderloin for the past 2 years. I voted for mayor London.

The homeless problem is out of control!

Entire blocks are being taken over by drug dealers and junkies. Pooping on the sidewalk and blocking the walkway forcing people to walk in the street around parked cars to avoid the mess.

I like Mayor London but the buck stops with her. The current condition of many downtown neighborhoods is unacceptable. Its an emergency, I personally have had knives pulled on me twice this month. A police officer was present during the 2nd event and he did literally nothing. The police are apathetic and say they can't do anything.

I dont want a new mayor I want her to put her foot down and say enough is enough. Criminalize open hard drug use, not weed Also public defecation and sidewalk vendors of stolen merchandise immediately. Get them sober then make them do community service to fulfill their punishment.

Mandate they become productive citizens within x amount of time or put them through wild land fire fighting training and lock them up. Living on the sidewalk is NOT an option.

Thanks for your time

omm'A