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28 *Friends of Sunset Dunes and Kimberlee Howley*

17 **SUPERIOR COURT OF THE STATE OF CALIFORNIA**
18 **COUNTY OF SAN FRANCISCO**
19 **UNLIMITED JURISDICTION**

20 FRIENDS OF SUNSET DUNES AND
21 KIMBERLEE HOWLEY,

22 Petitioners/Plaintiffs,

23 v.

24 JOHN ARNTZ, in his official capacity as
25 Director of Elections for the City and County of
26 San Francisco,

27 Respondent/Defendant,

28 RICHARD CORRIEA, and GREAT HIGHWAY
FOR EVERYONE,

Real Parties in Interest.

Case No. _____

**VERIFIED PETITION FOR WRIT OF
MANDATE AND COMPLAINT FOR
INJUNCTIVE AND DECLARATORY
RELIEF**

[Cal. Civ. Proc. Code §§ 525, 1060, 1085, *et seq.*;
Cal. Elec. Code § 18600, *eq seq.*]

PRIORITY ELECTION MATTER: Cal. Civ. Proc.
Code § 35; Cal. Elec. Code § 13314(a)(3)

1 4. The Initiative Petition purports to seek to close the park and allow private motor vehicles
2 to use the Upper Great Highway in Sunset Dunes Park at all times, except from Friday at 6:00 p.m. until
3 Monday at 4:00 a.m. and on holidays. Ex. 1 at 1. However, by including false and/or misleading
4 statements, the Real Parties in Interest unlawfully deprived the City’s voters of their rights to be
5 sufficiently informed about what they were being asked to sign and ultimately vote on.

6 5. In violation of Elections Code Section 18600(a), the Real Parties in Interest intentionally
7 misrepresented and/or intentionally made false statements concerning the contents, purport, or effect of
8 the Initiative Petition to at least the people who signed the Initiative Petition.

9 6. In violation of Elections Code Section 18600(b), the Real Parties in Interest willfully and
10 knowingly circulated, published, or exhibited false statements or misrepresentations concerning the
11 contents, purport, or effect of the Initiative Petition for the purpose of persuading people to sign the
12 Initiative Petition.

13 7. In violation of the law set forth in *San Bernardino Fire Protection District v. Page*, 99
14 Cal. App. 5th 791 (2024), the Real Parties in Interest made false and/or misleading statements concerning
15 the contents, purport, or effect of the Initiative Petition to at least the people who signed the Initiative
16 Petition.

17 8. The Initiative Petition’s false statements or misrepresentations, as detailed below,
18 materially mislead voters as to objective facts about its contents, purport, or effect, including at least
19 that:

- 20 (a) the former roadway of the Upper Great Highway is currently suitable for use by
21 private vehicles, when in reality, the roadway has park infrastructure in the
22 roadway, and roadway infrastructure such as lights and medians have been
23 removed;
- 24 (b) the City is required to maintain the former roadway of the Upper Great Highway
25 as a roadway for private vehicles, when in reality, the City is not required and the
26 roadway is not currently useable as such;
- 27 (c) the Upper Great Highway is a critical evacuation route, when in reality, it was not
28 an evacuation route;

- 1 (d) Sunset Dunes Park is more often enjoyed on weekends and holidays (as compared
2 to weekdays), when in reality, over half of the visits to Sunset Dunes are on
3 weekdays;
- 4 (e) emergency response times have been negatively impacted since the closer of the
5 Upper Great Highway to private vehicles, when in reality, there are no studies or
6 analyses showing as such;
- 7 (f) the Initiative merely “restores” a prior arrangement where the Upper Great
8 Highway was closed to private vehicles at certain times, when in reality, the
9 Initiative seeks to enforce a different paradigm which *shortens* time for
10 recreational access as compared to the prior arrangement;
- 11 (g) the Initiative relates to “safer transit,” when in reality, it does not provide any
12 mechanism for increased safety or transit; and
- 13 (h) by voting for the Initiative, voters could affirm compliance with the California
14 Coastal Act’s mandate, when in reality, voters have no authority to do so.

15 9. The Initiative Petition contains objectively false and/or misleading information that
16 substantially misled and misinformed reasonable voters, and a writ of mandate or other appropriate relief
17 should be issued to invalidate the Initiative and preclude it from inclusion in (or remove it from) the
18 ballot for the upcoming November 3, 2026, San Francisco Election. The Real Parties in Interest do not
19 have a constitutional right to include false and/or misleading information in the Initiative Petition, nor
20 to gather signatures using false and/or misleading information. Voters have a right to rely on the integrity
21 of the initiative process from beginning to end. Because the initiative process bypasses the normal
22 legislative process, safeguards are necessary to prevent abuse and provide for an informed electorate.

23 10. Accordingly, Petitioners seek: (1) a writ of mandate compelling Respondent to refrain
24 from taking any action causing the legally invalid Initiative to appear on any ballot (including, but not
25 limited to, the ballot for the November 3, 2026, San Francisco Election); (2) injunctive relief preventing
26 Respondent from taking any action causing the legally invalid Initiative to appear on any ballot
27 (including, but not limited to, the ballot for the November 3, 2026, San Francisco Election); (3) a judicial
28 declaration that the Initiative is legally invalid and shall not appear on the ballot (including, but not

1 limited to, the ballot for the November 3, 2026, San Francisco Election); and (4) any such other and
2 further relief as the Court deems just and proper.

3 **PRIORITY MATTER**

4 11. This matter “shall be given precedence” pursuant to Code of Civil Procedure Section
5 35(a) as it involves the certification of a ballot measure.

6 12. This matter “shall have priority over all other civil matters” pursuant to Elections Code
7 Section 13314(a) as it alleges that “an error . . . has occurred, or is about to occur, . . . in the printing of[]
8 a ballot . . . or that [a] neglect of duty has occurred, or is about to occur.”

9 **THE PARTIES**

10 13. Petitioner Friends of Sunset Dunes is a California nonprofit public benefit corporation,
11 with its principal address at 2309 Noriega Street #55, San Francisco, CA 94122. Friends of Sunset
12 Dunes is an organization comprised entirely of volunteers—including those who are eligible to vote in
13 San Francisco—and is dedicated to promoting, activating, and advocating for Sunset Dunes.

14 14. Petitioner Kimberlee Howley is a resident, voter, and taxpayer in the City of San
15 Francisco. Declaration of Kimberlee Howley, filed herewith (“Howley Decl.”) ¶¶ 1, 3. Ms. Howley is
16 a regular visitor to Sunset Dunes. *Id.* ¶ 5. Given her work schedule, Ms. Howley is only able to visit
17 the park on weekdays (*id.* ¶ 5)—should the Initiative qualify for the ballot and pass, Ms. Howley would
18 effectively no longer be able to visit Sunset Dunes.

19 15. Respondent John Arntz is the Director of Elections for the City and County of San
20 Francisco, and is sued in his official capacity. The Director of Elections is responsible for administering,
21 coordinating, and conducting elections within San Francisco Country, California. Upon information and
22 belief, the Director of Elections will place the legally invalid Initiative on the ballot for the upcoming
23 November 3, 2026, San Francisco Election unless otherwise directed by this Court.

24 16. Real Party in Interest Richard Corriea is the proponent of the Initiative. Ex. 3 (Proposed
25 Initiative Materials) at 2. As a proponent, Mr. Corriea is responsible for the legality of the Initiative,
26 and the method by which it purportedly qualifies for the ballot.

27 17. On information and belief, Real Party in Interest Great Highway for Everyone is a
28 California unincorporated association and political committee that conceived of and funds the Initiative,

1 and is also a proponent for the initiative. Ex. 4 (Form SFEC-113) at 1 (listing Great Highway for
2 Everyone as the proponent of the Initiative). As a proponent, Great Highway for Everyone is responsible
3 for the legality of the Initiative, and the method by which it purportedly qualifies for the ballot. On
4 information and belief, Great Highway for Everyone was primarily formed to support the qualification
5 and passage of the Initiative.

6 **JURISDICTION AND VENUE**

7 18. The wrongful conduct alleged herein occurred in, and continues to occur in San Francisco
8 County, California. Thus, this Court has jurisdiction over the subject matter of this action, and venue is
9 proper in this Court.

10 **PRE-ELECTION PROCEDURAL CHALLENGES TO**
11 **INITIATIVES ARE APPROPRIATE AND NECESSARY**

12 19. Pre-election procedural challenges to ballot measures are appropriate and necessary
13 where an initiative's validity—and the manner in which an initiative petition was presented to the voters
14 for signing—are in serious question. This is especially true where such challenges can be resolved before
15 expenditures of time and money are spent on futile election campaigns. There is no constitutional right
16 to place invalid initiatives on the ballot (such as those qualified for the ballot via unlawful means), and
17 when legal challenges to initiatives are presented to the Court, the Court has the power and duty to order
18 that an illegal measure not be presented to the voters.

19 20. The presence of an invalid measure on the ballot takes attention, time, and money from
20 the valid measures—it also confuses voters. A court ruling that a measure is invalid *after* a vote in favor
21 of the measure denigrates the legitimate use of the initiative process.

22 21. Accordingly, as far as the Initiative Petition is unlawful and legally invalid, this Court has
23 the power and the duty to direct the Director of Elections to remove it from the ballot in advance of the
24 November 3, 2026, San Francisco Election.

25 **THE NEED FOR PROMPT RELIEF IN THIS CASE**

26 22. Petitioners are entitled to prompt relief to prevent the legally invalid Initiative from
27 appearing on the ballot for the November 3, 2026, San Francisco Election, and Code of Civil Procedure
28 Section 35 and Elections Code Section 13314(a) specifically provide that the courts are to give

1 precedence to this type of election-related matter.

2 23. Upon information and belief, the San Francisco Department of Elections' current
3 schedule anticipates that the election materials for the November 3, 2026, Election will be sent to print
4 in late August 2026. Pursuant to Elections Code Section 9295, legal challenges to ballot materials, such
5 as the Initiative and related information provided to the voters about the Initiative, are required to be
6 filed no later than August 18, 2026, and, upon information and belief, the final printing deadline for the
7 election materials is in late August 2026. Therefore, Petitioners request that this Court issue the
8 requested writ of mandate or other appropriate relief no later than late August 2026.

9 **APPLICABLE LAW**

10 **I. APPLICABLE PROCEDURAL LAW**

11 **A. Writs of Mandate**

12 24. Code of Civil Procedure Section 1085 provides that “[a] writ of mandate may be issued
13 by any court to any inferior tribunal, corporation, board, or person, to compel the performance of an act
14 which the law specially enjoins, as a duty resulting from an office[.]” Civ. Proc. Code § 1085(a).

15 25. Code of Civil Procedure Section 1086 provides that “[t]he writ must be issued in all cases
16 where there is not a plain, speedy, and adequate remedy, in the ordinary course of law. It must be issued
17 upon the verified petition of the party beneficially interested.” Civ. Proc. Code § 1086.

18 **B. Injunctive Relief**

19 26. Code of Civil Procedure Section 525 provides that “[a]n injunction is a writ or order
20 requiring a person to refrain from a particular act.” Civ. Proc. Code § 525.

21 27. Code of Civil Procedure Section 526 provides that “[a]n injunction may be granted . . .
22 [w]hen it appears by the complaint that the plaintiff is entitled to the relief demanded, and the relief, or
23 any part thereof, consists in restraining the commission or continuance of the act complained of, either
24 for a limited period or perpetually[;]” “[w]hen it appears by the complaint or affidavits that the
25 commission or continuance of some act during the litigation would produce waste, or great or irreparable
26 injury, to a party to the action[;]” or “[w]hen it appears, during the litigation, that a party to the action is
27 doing, or threatens, or is about to do, or is procuring or suffering to be done, some act in violation of the
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1 rights of another party to the action respecting the subject of the action, and tending to render the
2 judgment ineffectual.” Civ. Proc. Code § 526.

3 **C. Declaratory Relief**

4 28. Code of Civil Procedure Section 1060 provides that:

5 Any person . . . who desires a declaration of his or her rights or duties with respect to
6 another, . . . may, in cases of actual controversy relating to the legal rights and duties of the
7 respective parties, bring an original action or cross-complaint in the superior court for a
8 declaration of his or her rights and duties[.] He or she may ask for a declaration of rights
9 or duties, either alone or with other relief; and the court may make a binding declaration of
10 these rights or duties, . . . whether or not further relief is or could be claimed at the time.
11 The declaration may be either affirmative or negative in form and effect, and the
12 declaration shall have the force of a final judgment. The declaration may be had before
13 there has been any breach of the obligation in respect to which said declaration is sought.

14 Civ. Proc. Code § 1060.

15 **II. APPLICABLE SUBSTANTIVE LAW**

16 29. Elections Code Section 18600(a) provides, in relevant part, that “[e]very person is guilty
17 of misdemeanor who: (a) [c]irculating, as principal or agent, or having charge or control of the circulation
18 of, or obtaining signatures to, any . . . local initiative . . . petition, intentionally misrepresents or
19 intentionally makes false statement concerning the contents, purport or effect of the petition . . . , to any
20 person who signs, or who desires to sign, or who is requested to sign, or who makes inquiries with
21 reference to it, or to whom it was presented for the person’s signature.” Elec. Code § 18600(a).

22 30. Elections Code Section 18600(b) provides, in relevant part, that “[E]very person is guilty
23 of misdemeanor who: . . . (b) [w]illfully and knowingly circulates, publishes, or exhibits any false
24 statement or misrepresentation concerning the contents, purport or effect of any . . . local initiative . . .
25 petition . . . for the purpose of obtaining any signature to, or persuading or influencing any person to
26 sign, that initiative petition.” Elec. Code § 18600(b).

27 31. In *San Francisco Forty-Niners v. Nishioka*, 75 Cal. App. 4th 637 (1999), an initiative
28 petition contained objectively inaccurate information and calculated untruths that substantially misled
and misinformed reasonable voters. The court of appeals issued a writ of mandate and other appropriate
relief to invalidate the initiative and prevent it from appearing on a ballot.

32. In *San Bernardino Fire Protection District v. Page*, 99 Cal. App. 5th 791 (2024), the
court of appeals affirmed a trial court’s invalidation of an initiative and grant of a petition for writ of

1 mandate based on a finding that it contained or implied false and misleading statements, rejecting
2 argument that a finding of intent was required, holding that “[t]he Elections Code and case law support
3 the trial court’s determination that an initiative may be found invalid if it contains language that is false
4 or misleading, even in the absence of evidence of intent or of a violation of section 18600.” *Id.* at 805.

5 The court further opined that:

6 In determining whether statements are false or misleading, “courts look to whether the
7 challenged statement is subject to verifiability, as distinct from ‘typical hyperbole and
8 opinionated comments common to political debate.’ . . . An ‘outright falsehood’ or a
9 statement that is ‘objectively untrue’ may be stricken. . . . We need only add that context
10 may show that a statement that, in one sense, can be said to be literally true can still be
materially misleading; hence, the Legislature did not indulge in redundancy when it used
both words. On the other hand, the standard, as defined by the Legislature, is necessarily
a high one: Courts may intervene only if clear and convincing evidence shows the
statement to be false or misleading.”

11 *Id.* at 811 (citations omitted).

12 FACTUAL ALLEGATIONS

13 33. On information and belief, the Initiative Petition is the latest in a series of failed attempts
14 to undo the will of San Francisco’s voters, who voted to permanently close the Upper Great Highway to
15 private vehicular traffic and reopen it as a coastal park, now known as Sunset Dunes.

16 **III. THE GREAT HIGHWAY**

17 34. The Great Highway is a 3.5-mile coastal roadway originally built in 1929 that runs on the
18 western edge of the San Francisco peninsula. On its southern end, the Great Highway begins at Skyline
19 Boulevard, and runs to Point Lobos Avenue on its northern end. The Great Highway is commonly
20 referred to in two segments: (1) the Upper Great Highway, denoting the section between Lincoln Way
21 and Sloat Boulevard; and (2) the Great Highway Extension, denoting the section between Sloat
22 Boulevard and Skyline Boulevard.

23 35. The Great Highway sits adjacent to Ocean Beach and its sand dunes. Prior to the
24 development of San Francisco, much of the western areas of the city comprised sand dunes vegetated by
25 native dune grasses. Ex. 5 (Sunset Dunes Background and Timeline) at 1. Today, the sand dunes
26 adjacent to the Great Highway are some of the last native dune habitats remaining in San Francisco. *Id.*
27 These sand dunes are also home to the largest population of San Francisco’s western snowy plovers, a
28

1 seabird currently designated as “threatened” under the Endangered Species Act of 1973. 16 U.S.C. §
2 1531, *et seq.*

3 36. The Great Highway is prone to issues such as flooding, coastal erosion, and sand drift
4 because of its location on the coastline, adjacent to sand dunes. On information and belief, prior to its
5 closure to vehicle traffic, the Upper Great Highway was closed for up to 65 days per year (about 18% of
6 the year) to remove accumulated sand. Ex. 6 (Grist Article) at 12. On information and belief, the annual
7 cost of said sand removal from the Great Highway was between \$350,000 and \$700,000. Ex. 7 (08/12/24
8 Deputy Controller Letter) at 1. “Over the long term it is anticipated that climate change will exacerbate
9 the[] challenges [relating to sand build-up].” Ex. 8 (Great Highway Concepts Evaluation Report) at 5.

10 37. In April 2020, in response to the first mandatory stay-at-home orders in San Francisco,
11 the City closed the Upper Great Highway to private vehicles—at all times—to provide outdoor
12 recreational and social distancing space to its residents.

13 38. In August 2021, the City reopened the Upper Great Highway to private vehicles on
14 weekdays. Specifically, the Upper Great Highway was closed to private vehicles from Fridays at 12:00
15 p.m. to Mondays at 6:00 a.m., and on holidays.

16 39. In December 2022, the San Francisco Board of Supervisors passed Ordinance No. 258-
17 22, which preserved the then-existing arrangement of prohibiting vehicles on the Upper Great Highway
18 from Fridays at 12:00 p.m. to Mondays at 6:00 a.m., and on holidays for a three-year pilot study.

19 40. In 2024, the San Francisco Board of Supervisors approved the closure of the Great
20 Highway Extension due to coastal erosion. Ex. 9 (Preparing for Great Highway Changes) at 1.

21 **IV. SUNSET DUNES PARK**

22 **A. Voters Pass Proposition K, Creating Sunset Dunes**

23 41. On November 5, 2024, San Francisco voters approved Proposition K, permanently
24 closing the Upper Great Highway to private vehicles, seven days per week. Proposition K was a
25 legislative initiative placed on the ballot pursuant to Section 2.113 of the San Francisco City Charter,
26 sponsored by then-San Francisco District 4 Supervisor, Joel Engardio and four other members of the
27 Board of Supervisors. While the legislative initiative required a simple majority vote to pass, voters
28 approved it by a 10-point margin.

1 42. On December 12, 2024, the California Coastal Commission approved Coastal
2 Development Permit (“CDP”) Application No. 2-24-0933 for the Great Highway Vehicular
3 Closure/Sloat Bike Lanes, subject to certain conditions. Ex. 10 (CDP Approval) at 4. Section 3(5) of
4 this approval provided that:

5 Any and all future proposed development related to this project, this project area, and/or
6 this CDP shall be subject to the Coastal Commission’s continuing CDP jurisdiction. This
7 CDP authorizes limited future repair, maintenance, and/or improvement development that
8 is determined by the Executive Director to: 1) fall within the overall scope and intent of
9 this CDP; 2) be consistent with the City and County of San Francisco LCP; and 3) not have
10 any significant adverse impacts to coastal resources. Any development related to this
11 project and/or this CDP that the Executive Director determines does not meet such criteria
12 shall require a separate CDP or a CDP amendment, as directed by the Executive Director.

13 *Id.* at 12.

14 43. On March 14, 2025, pursuant to the approval of Proposition K, the Upper Great Highway
15 was permanently closed to private vehicles. The San Francisco Recreation and Parks Department then
16 installed new park amenities such as trashcans, gathering spaces, public seating, signage, fitness
17 equipment, a skate park, and more. The San Francisco Department of Public Works and San Francisco
18 Municipal Transportation Agency installed redesigned intersections at each end of the park, reconfigured
19 traffic signals, and removed obsolete and failing roadway infrastructure, including the removal of traffic
20 signals. Friends of Sunset Dunes installed a bike skills course, picnic tables, children’s play features,
21 and more. Declaration of Lucas Lux, filed herewith (“Lux Decl.”) ¶¶ 5, 6. Friends of Sunset Dunes also
22 engaged 18 artists to install 11 murals and 5 sculptures. *Id.*

23 44. On April 12, 2025, the Upper Great Highway was reopened as a new oceanfront park
24 called Sunset Dunes. Ex. 5 (Sunset Dunes Background and Timeline) at 2.

25 **B. Sunset Dunes Today**

26 45. Sunset Dunes is a 2-mile, 50-acre oceanfront park stretching from Sloat Boulevard to
27 Lincoln Way. The park includes features such as lounge spaces, art installations, event seating for live
28 music and artistic performances, play areas, a skate and bike park, a fitness area, murals, water fountains,
bike parking, and more. Ex. 11 (SF Rec. and Parks – Sunset Dunes). Since opening in April 2025, 1.7
million people visited Sunset Dunes. Ex. 12 (Sunset Dunes 2026 Q1 Fact Sheet). In the first quarter of
2026 alone, over 525,000 people visited the park, approximately 40,000 visitors per week. *Id.* Visitation

1 is only growing—visitors in the first quarter of 2026 increased 34% on weekends and 19% on weekdays
2 as compared to the fourth quarter of 2025. *Id.*

3 46. Since opening, various park features were added to Sunset Dunes, such as, for example,
4 a skate park, fitness equipment, benches, and art. Examples are shown below:



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17 Ex. 28



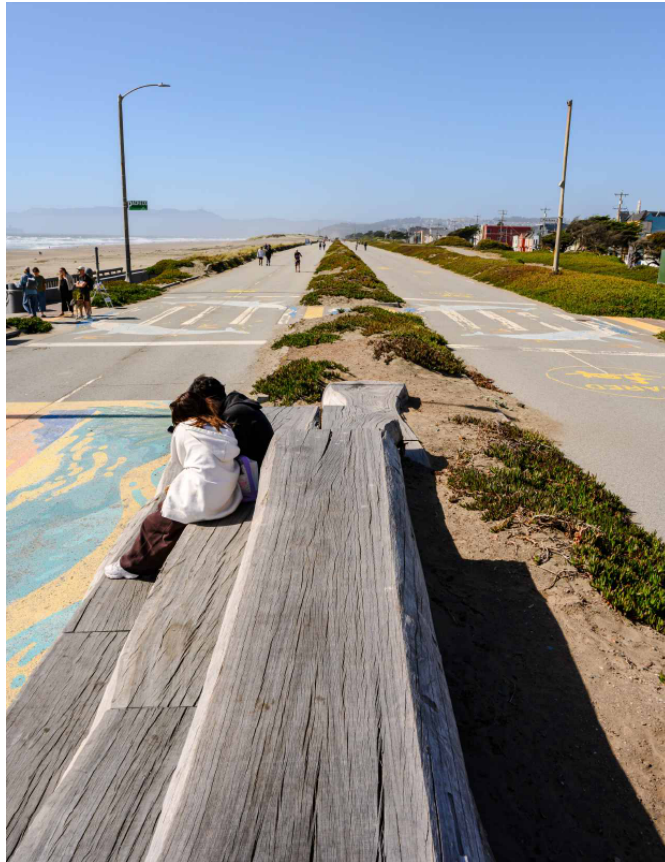
28 Ex. 29

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Ex. 25

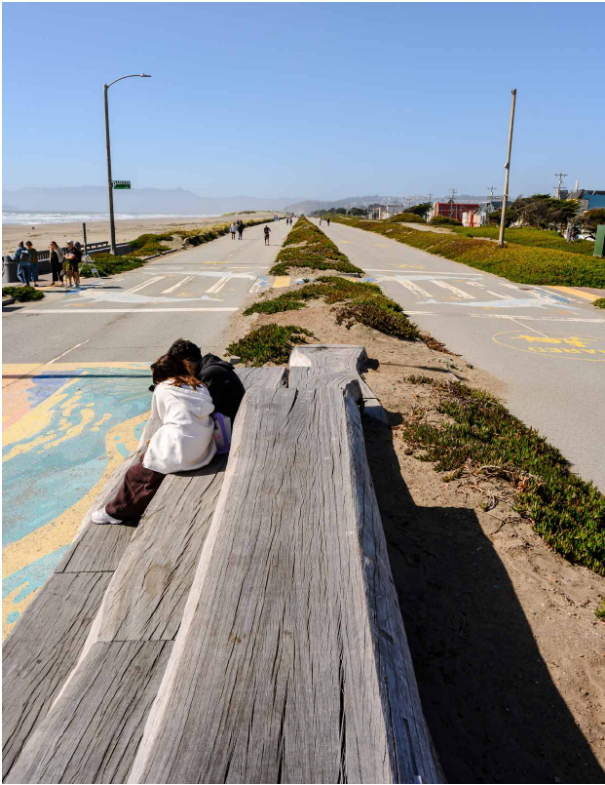


Ex. 34

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Ex. 23

V. THE GREAT HIGHWAY FOR EVERYONE ACT

48. On February 20, 2026, in yet another attempt to reverse the effects of Proposition K, Mr. Corriea and Great Highway for Everyone filed the Initiative, titled “The Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer Transit,” to allow private motor vehicles to use the Upper Great Highway in Sunset Dunes Park at all times, except from Fridays at 6:00 p.m. until Mondays at 4:00 a.m. and on holidays. The Initiative recites the history of the Great Highway and states:

The People of the City and County of San Francisco hereby find that a balanced approach better serves the public interest: restricting private vehicles from the Upper Great Highway on weekends and holidays, when recreational demand is highest and approximately 10,000 visitors per weekend enjoy the coastal promenade, while permitting vehicle traffic on weekdays, when transportation needs are greatest, recreational use is minimal, and the diversion of traffic onto residential streets and through Golden Gate Park creates unacceptable burdens on surrounding neighborhoods.

Initiative Petition at 2 (Initiative at § 3(a)). Further, the operative language of the Initiative states:

[T]he People hereby find that it is appropriate to restrict private vehicles from the Upper Great Highway during weekends and holidays only, as set forth herein, thereby preserving valued recreational access while restoring essential weekday transportation capacity. These restrictions will continue to leave sufficient roadway capacity in the surrounding

1 area for vehicular, pedestrian, and bicycle traffic during the periods when the Upper Great
2 Highway is closed to private vehicles, while reducing the burden on residential streets and
Golden Gate Park during weekdays.

3 *Id.*

4 49. On February 20, 2026, Mr. Corriea submitted (among other things) to the Department of
5 Elections the following materials relating to the Initiative: (a) a request for title and summary; (b) the
6 proponent’s signed statement pursuant to Elections Code § 9608; (c) notice of intent to circulate the
7 Initiative Petition; and (d) the text of the Initiative. Ex. 3.

8 50. Upon information and belief, on or around early April 2026, Mr. Corriea and Great
9 Highway for Everyone began circulating the Initiative Petition among the City’s voters. A true and
10 correct copy of the Initiative Petition—as circulated—is attached as Exhibit 2. Upon information and
11 belief, as of the filing date of the instant action, Mr. Corriea and Great Highway for Everyone are in the
12 process of gathering signatures. The Initiative Petition comprises: (a) the ballot title; (b) the ballot
13 summary; (c) the text of the Initiative; and (d) the notice of intent to circulate petition. *Id.*

14 **VI. THE INITIATIVE PETITION CONTAINS FALSE AND/OR MISLEADING**
15 **STATEMENTS**

16 51. As discussed herein, the Initiative Petition contains objectively false and/or misleading
17 statements.

18 **A. The Roadway Surface in Sunset Dunes Is Not Suitable for Private Vehicular Use**

19 52. The Initiative asserts that the surface of the Upper Great Highway Roadway “remains
20 suitable” for private vehicular use:

21 The City must maintain the Upper Great Highway roadway surface regardless of whether
22 it is open to private vehicles, because emergency vehicles, public transit, Recreation and
Park Department vehicles, and other authorized vehicles require access to the corridor.
Given this maintenance requirement, *the roadway surface remains suitable for dual use*.[.]

23 Initiative Petition at 2 (Initiative § 2(i)) (emphasis added).

24 53. Mr. Corriea and Great Highway for Everyone intentionally included these statements
25 (and therefore, intended them to induce people to sign the Initiative Petition), which are objectively false
26 (or at the very least, misleading) as it suggests that the Upper Great Highway Roadway is in a condition
27 suitable for private vehicular traffic. Such an interpretation is reasonable, as the Initiative seeks to close
28 Sunset Dunes and reopen the Upper Great Highway Roadway for private vehicular use. In reality, the

1 Upper Great Highway Roadway is not suitable for such use because of, as detailed below: the installation
2 of park features on and along the former roadway; the lack of road maintenance; and the lack of roadway
3 infrastructure.

4 **i. Installation of Park Features**

5 54. By the will of the voters, the Upper Great Highway was converted into a park, Sunset
6 Dunes. ¶ 1, *supra*. Consistent with this conversion, park features were installed on the former roadway,
7 with an ongoing public planning process to decide future improvements. Current park features include,
8 for example, a concrete skate park, bike skills course, fitness equipment, benches, and art installations.
9 ¶¶ 43, 45, *supra*. Portions of the former roadway were modified or destroyed to accommodate said park
10 features. ¶ 47, *supra*.



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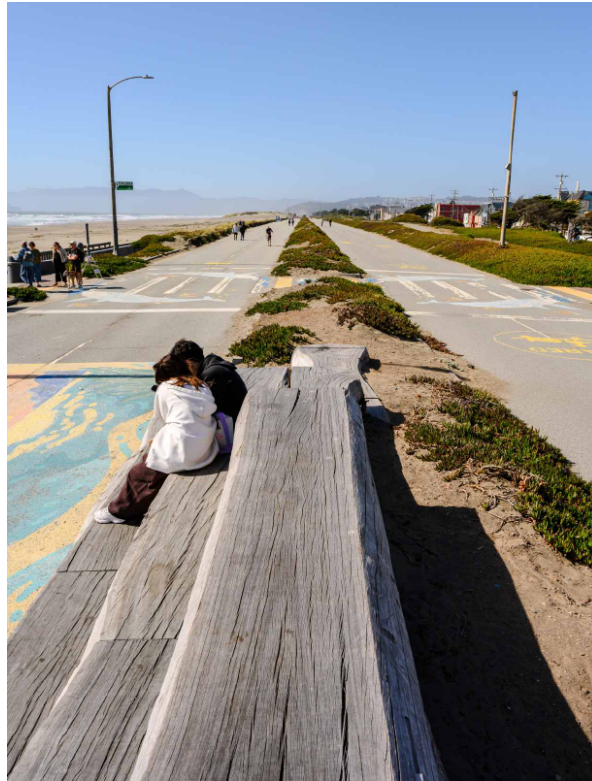


Ex. 29

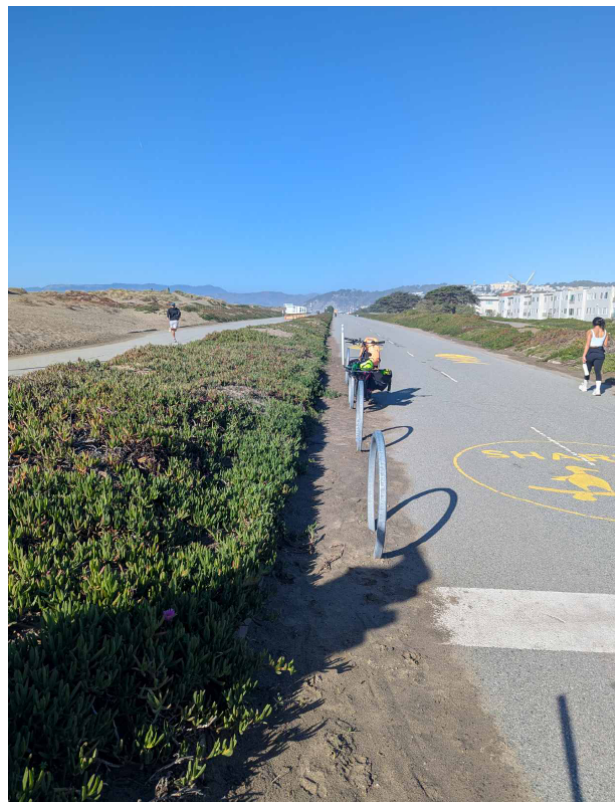


Ex. 27

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Ex. 25



Ex. 35

1 55. The roadway surface is not suitable for private vehicular use with these park features in
2 place.

3 56. For example, portions of the median that were removed would need to be rebuilt.
4 Additionally, the park fixtures in the former roadway right-of-way would need to be removed and the
5 roadway rebuilt or restored. Some of these, for instance, the concrete skate park, would be destroyed in
6 the removal and unable to be reused.

7 57. The park exhibits art sculptures, interactive art exhibits, and murals celebrating
8 neighborhood history, sea life, coastal ecology, and surfing. If removed, many of these creations would
9 be permanently destroyed.

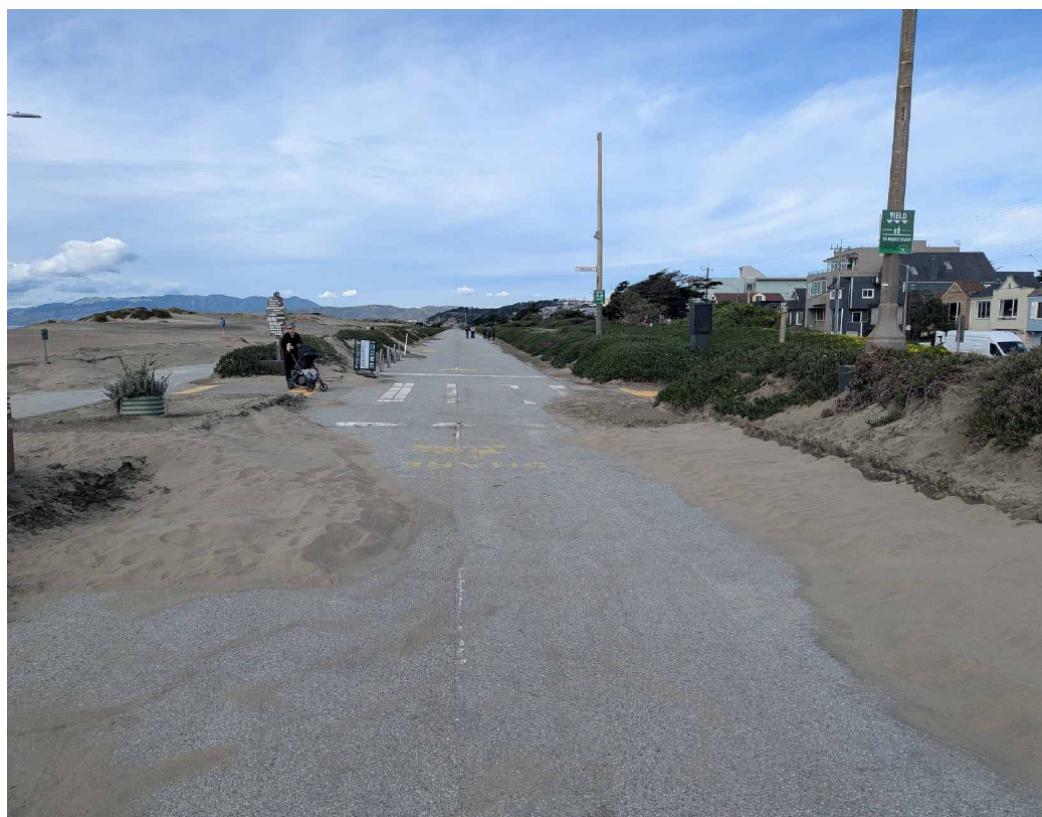
10 58. According to estimates provided by the San Francisco Recreation and Parks Department,
11 the cost of removal of the park features in Sunset Dunes, together with the costs to repave and restore
12 the roadway, amount to \$750,000. Ex. 13 (06/06/26 Email Chain Between S. Madland and M. Melgar)
13 at 1.

14 **ii. Lack of Roadway Maintenance**

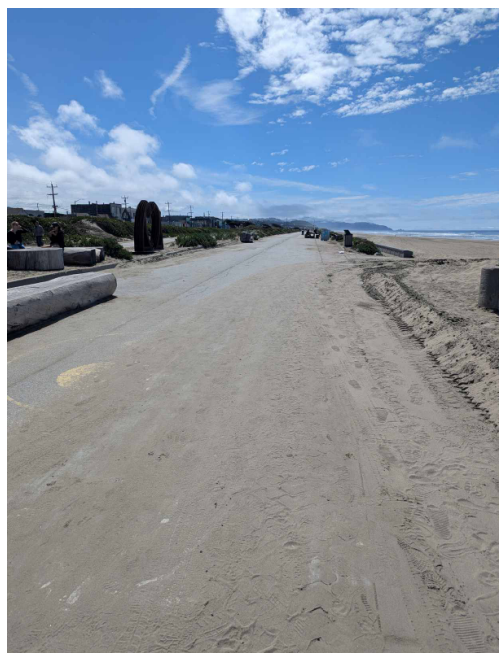
15 59. As discussed, sand removal was a critical—and costly—maintenance operation necessary
16 for the Upper Great Highway to function as a roadway for private vehicles.² ¶ 36, *supra*. In order to be
17 safe for private vehicle use, sand needed to be cleared entirely from vehicle rights-of-way. Also
18 consistent with the conversion of the Upper Great Highway to a park, these sand removal operations,
19 upon information and belief, have been adjusted and reduced, resulting in a roadway with accumulated
20 sand, unsuitable for vehicular traffic:

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27 ² In fact, on May 14, 2024, the San Francisco Board of Supervisors approved the permanent closures
28 of the Great Highway Extension due to severe erosion of the coastline. Ex. 20 (Closure of Great
Highway Extension); Ex. 21 (Ocean Beach Climate Change Adaptation Project).

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Ex. 33

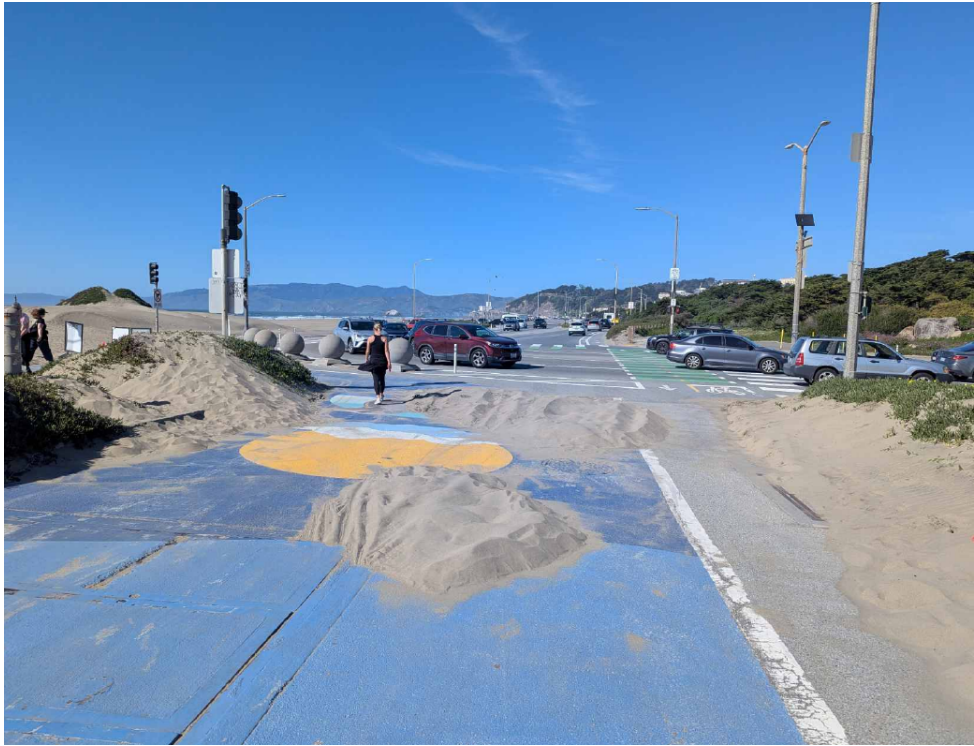


Ex. 31

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Ex. 34



Ex. 32

60. In fact, this lack of required maintenance (including sand removal) to maintain the roadway in a condition suitable for private vehicular use has been quantified. The San Francisco Office of the Controller estimated that closure of the Upper Great Highway as a roadway for vehicles would

1 save “\$350,000 to approximately \$700,000 annually for reductions in sand removal, roadway
2 maintenance, and operating costs[.]” Ex. 7 (08/12/24 SF Office of the Controller Letter). The San
3 Francisco Department of Public Works also provided estimates for the annual cost of daily (\$1.7
4 million), weekly (\$1.2 million), and biweekly (\$845,000) sand removal from the Great Highway in order
5 to maintain it as a roadway for private vehicles. Ex. 14 (03/22/23 SF Public Works Mem.) at 5–8.

6 61. On information and belief, currently, volunteers for the park help clear sand off park
7 pathways for bikes, wheelchairs, and pedestrians. These volunteers are then aided by weekly visits from
8 the Department of Public Works, who remove the sand gathered by volunteers on Fridays. Lux Decl. ¶
9 7. The Department of Public Works’s weekly visits are now typically limited to select locations that
10 accumulate enough sand to affect park user access, rather than clearance of the full rights-of-way
11 required for private vehicle use along the entire two miles of the Upper Great Highway. Due to the help
12 of the volunteers, and the reduced need for clearance given the absence of private vehicles, the
13 Department of Public Works’s scope of work is drastically less as compared to before the closure of the
14 Upper Great Highway to private vehicles.

15 62. On information and belief, the road maintenance previously undertaken to maintain the
16 Upper Great Highway as a roadway for vehicles has largely ceased since the passage of Proposition K.
17 In other words, at the very least, the roadway of the Upper Great Highway is at least hundreds of
18 thousands of dollars away from being suitable for vehicular traffic, due to costs associated with sand
19 removal alone.

20 **iii. Lack of Roadway Infrastructure**

21 63. A roadway is not suitable for private vehicular use without certain roadway infrastructure
22 (such as traffic lights and lane demarcations).

23 64. On information and belief, the traffic lights on the Upper Great Highway Roadway
24 required replacement prior to the passage of Proposition K. At the time, the San Francisco Office of the
25 Controller estimated that the cost to replace said traffic lights would cost \$4.3 million (a cost that would
26 be saved should Proposition K pass, mooted the need for said traffic lights). Ex. 15 (07/15/24 Office
27 of the Controller Letter).

28 65. On information and belief, after the passage of Proposition K, these defunct traffic lights

1 were removed or modified and would need to be replaced in order for the roadway to be suitable for
2 private vehicular traffic.



15 Ex. 23



25 Ex. 24

26 66. On information and belief, lane demarcations on the Upper Great Highway Roadway
27 have been generally eroded, and in parts, pursuant to a permit from the city, have been painted over or
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1 have had fixtures placed over them.
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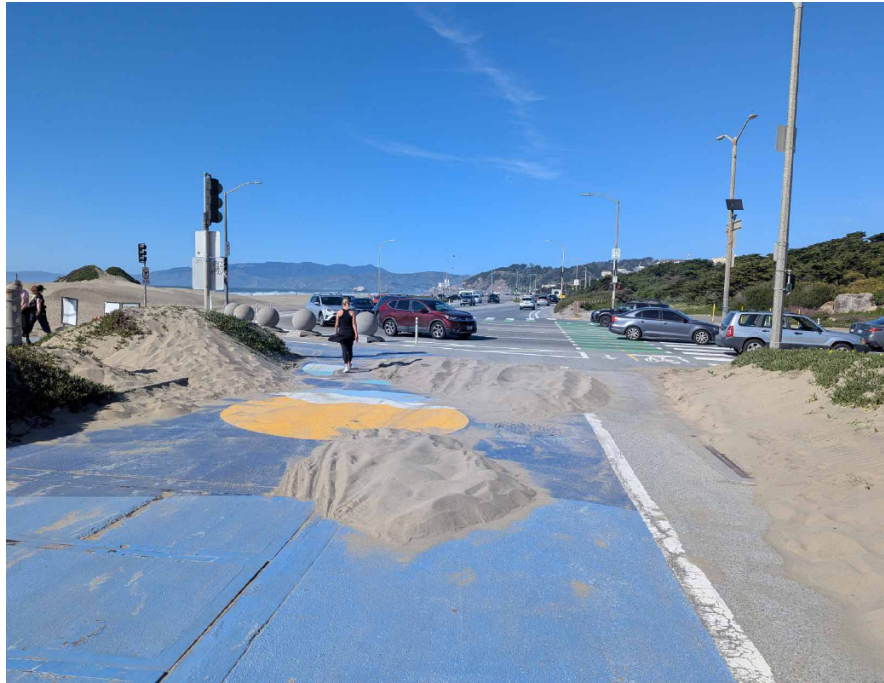


14 Ex. 29



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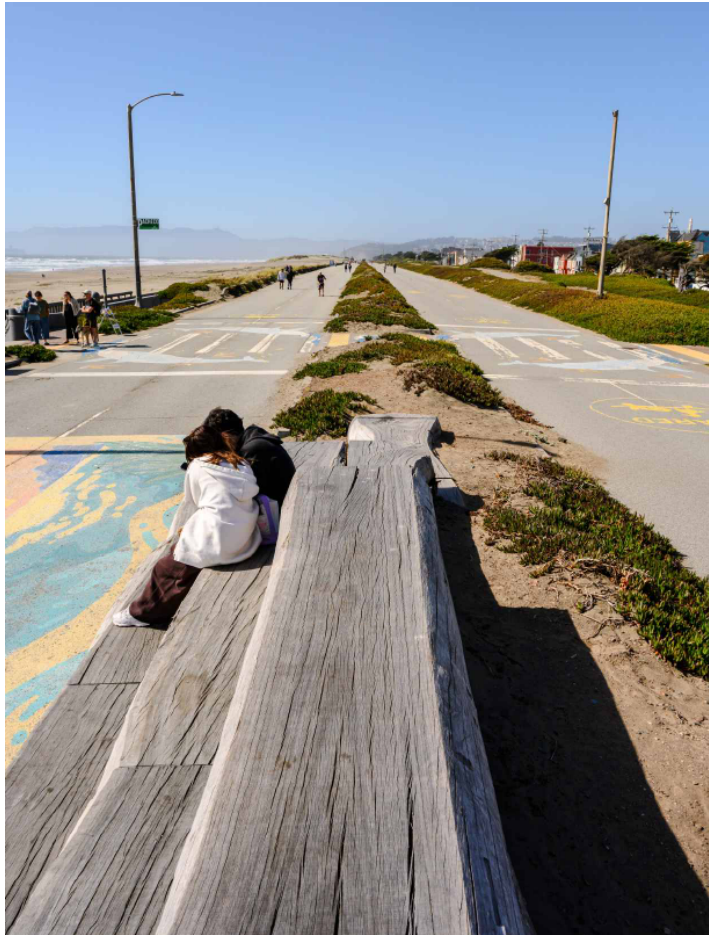
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Ex. 32



Ex. 31



Ex. 25

67. On information and belief, the roadway infrastructure of the Upper Great Highway Roadway has not been maintained or replaced since the passage of Proposition K. In other words, at the very least, the Upper Great Highway Roadway is potentially millions of dollars away from being suitable for private vehicular traffic, with respect to roadway infrastructure alone.

68. According to estimates provided by the San Francisco Recreation and Parks Department, the cost to restore traffic signals, equipment, and wiring from Judah Street to Sloat Boulevard (essentially the entirety of the former roadway on which Sunset Dunes is located) is \$8.8 million, and the cost to replace traffic signals at the intersection of Lincoln Way and Great Highway (the intersection at the northern end of Sunset Dunes) is \$1.2 million. Ex. 13 (06/06/26 Email Chain Between S. Madland and M. Melgar) at 1.

iv. The Ability of Vehicles to Access the Roadway Does Not Evidence Suitability for Dual Use

1 69. The mere fact that a vehicle can access the Upper Great Highway Roadway is not
2 indicative of its suitability as a road for private vehicular use. The Initiative is misleading for suggesting
3 as such—it conflates the ability for certain vehicles (e.g., emergency vehicles) to access the roadway,
4 with the roadway being suitable for private vehicular use, for the same reasons as discussed in the
5 following section. ¶¶ 70-75, *infra*.

6 **B. The City is Not Required to Maintain the Upper Great Highway Roadway as a**
7 **Roadway for Vehicles**

8 70. The Initiative asserts that the City is required to maintain the roadway of the Upper Great
9 Highway such that it is suitable for use by private vehicles:

10 *The City must maintain the Upper Great Highway roadway surface* regardless of whether
11 it is open to private vehicles, because emergency vehicles, public transit, Recreation and
12 Park Department vehicles, and other authorized vehicles require access to the corridor.
Given this maintenance requirement, the roadway surface remains suitable for dual
use[.]

13 Initiative Petition at 2 (Initiative § 2(i)) (emphases added).

14 71. Mr. Corriea and Great Highway for Everyone intentionally included these statements
15 (and therefore, intended them to induce people to sign the Initiative Petition), which are objectively false
16 (or at the very least, misleading) as it suggests that the City is required to maintain the Upper Great
17 Highway Roadway in a condition suitable for private vehicular traffic, when in reality, the City has no
18 such obligation, and in fact, has done the opposite. Such an interpretation is reasonable, as the Initiative
19 seeks to close Sunset Dunes to reopen the Upper Great Highway Roadway to private vehicles.

20 72. On information and belief, there is no requirement that the City maintain the Upper Great
21 Highway Roadway in a condition suitable for private vehicular traffic. Indeed, the City has taken actions
22 to the contrary, such as installing park fixtures (or allowing them to be installed) on the prior vehicle
23 right-of-way, not conducting roadway maintenance, and removing rather than maintaining roadway
24 infrastructure. ¶¶ 43, 45, 47, *supra*.

25 73. The mere fact that authorized emergency and public service vehicles can access the Upper
26 Great Highway Roadway is not indicative of its suitability as a road for private vehicular use (and
27 therefore, that the City is maintaining it for such use). The Initiative is highly misleading for suggesting
28 such by conflating the provision of emergency and maintenance vehicle access with a roadway suitable

1 for weekday use by the ordinary commuting public.

2 74. While the park is maintained to permit necessary access for authorized public emergency
3 and maintenance vehicles, it is not maintained for private vehicle use. On information and belief, such
4 authorized vehicles: must navigate around park fixtures and sand deposits; frequently travel southbound
5 in the northbound lanes; and must drive along the roadway without working traffic signals or road
6 demarcations. ¶¶ 59, 65, 66, *supra*. Roadways maintained for use by the public do not have skate parks,
7 picnic tables, and other park features in the middle of traffic lanes. These conditions clearly do not
8 evidence a roadway maintained or suitable for private vehicle traffic, and estimates to restore roadway
9 infrastructure is at least \$10.75 million, not including annual sand removal costs.

10 75. On information and belief, while non-private vehicles, such as an ambulance, may access
11 the Upper Great Highway Roadway, should this occur, the vehicle must navigate around fixtures and
12 sand deposits. ¶¶ 59, 65, 66, *supra*. The vehicle must also drive along the roadway without working
13 traffic signals or road demarcations. ¶¶ 65, 66, *supra*. Such “access” to the roadway by emergency or
14 City vehicles does not evidence a roadway maintained by the City for private vehicular use.

15 **C. The Upper Great Highway is Not a “Critical Coastal Evacuation Route”**

16 76. The Initiative states that the Upper Great Highway was “a critical coastal evacuation
17 route” which was eliminated by the closure of the Upper Great Highway:

18 The permanent closure [of the Upper Great Highway] has also eliminated a critical coastal
19 evacuation route that could be essential in the event of an earthquake, wildfire, or other
emergency requiring rapid evacuation of San Francisco’s western neighborhoods.

20 Initiative Petition at 2 (Initiative § 2(h)).

21 77. Mr. Corriea and Great Highway for Everyone intentionally included this statement (and
22 therefore, intended it to induce people to sign the Initiative Petition), which is objectively false (or at the
23 very least, misleading) because the Upper Great Highway is not “a critical coastal evacuation route[.]”

24 78. This was confirmed both before and after the passage of Proposition K. Before the
25 passage of Proposition K, the San Francisco Department of Emergency Management—in a letter signed
26 by its Executive Director—stated that “[t]he Upper Great Highway is not a designated emergency
27 evacuation route and closing it to private vehicles will not change our existing emergency response
28 protocols.” Ex. 22 (07/26/2024 SF Dept. of Management Letter). After the passage of Proposition K,

1 the San Francisco Department of Emergency Management—in a letter signed by both its Executive
2 Director and the Chief of the San Francisco Fire Department—reiterated this position, again stating that
3 “[t]he Upper Great Highway is not a designated emergency evacuation route and closing it to private
4 vehicles will not change our existing emergency response protocols.” Ex. 16 (02/12/25 SF Dept. of
5 Management Letter) at 3.

6 **D. Park Access Is Not “Most Readily Enjoy[ed]” On Weekends and Holidays**

7 79. The Initiative states that “families and visitors can most readily enjoy coastal access” on
8 weekends and holidays:

9 Given this maintenance requirement, the roadway surface remains suitable for dual use:
10 recreational use on weekends and holidays when families and visitors can most readily
11 enjoy coastal access, and vehicle traffic on weekdays when transportation needs are
12 greatest and recreational demand is lower.

13 Initiative Petition at 2 (Initiative § 2(i)).

14 80. Mr. Corriea and Great Highway for Everyone intentionally included this statement (and
15 therefore, intended it to induce people to sign the Initiative Petition), which is objectively false (or at the
16 very least, misleading) because most people visit Sunset Dunes on weekdays.

17 81. Many San Francisco residents work on weekends and would lose access to the park
18 entirely if the park were closed during the week. Ms. Howley works weekends, is an avid runner, and
19 frequently enjoys the public space and amenities offered at Sunset Dunes—on the weekdays. Howley
20 Decl. ¶¶ 5, 6. Public use data also supports this: 51% of visits from January to March 2026 occurred on
21 weekdays, demonstrating consistent and widespread use beyond weekend recreation. Ex. 12 (Sunset
22 Dunes 2026 Q1 Fact Sheet). As the current majority of visits are on weekdays, it is false, or at least
23 misleading, to suggest that recreational demand is lower on weekdays.

24 **E. Emergency Response Times for Police, Fire and Medical Services Have Not Been
25 “Negatively Impacted”**

26 82. The Initiative states that the closure of the Upper Great Highway has negatively impacted
27 emergency services:

28 Emergency response times for police, fire, and medical services to areas west of the Upper
Great Highway have been negatively impacted by the need to use alternate routes that are
more congested and circuitous.

Initiative Petition at 2 (Initiative § 2(h)).

1 83. Mr. Corriea and Great Highway for Everyone intentionally included this statement (and
2 therefore, intended it to induce people to sign the Initiative Petition), which is objectively false (or at the
3 very least, misleading) because there is no data to support this claim.

4 84. Neither the Initiative Petition, nor any associated documents provide any support for this
5 claim.³ On information and belief, there are no studies or statistics showing any negative impact on
6 emergency response times in the areas west of the Upper Great Highway.

7 85. Additionally, the letter from the Executive Director and the Chief of the San Francisco
8 Fire Department stated that “[e]mergency vehicles are still able to access the Great Highway and there
9 are no plans underway to change or limit that access.” Ex. 16 at 3; *see also* Ex. 17 (Prop. K) § 6.13(d)
10 (exempting emergency vehicles from Proposition K’s restrictions to vehicle traffic on the Upper Great
11 Highway). In fact, the Initiative Petition itself acknowledges that “Emergency vehicles ... are exempt
12 from the private vehicle restriction and may continue to access the Upper Great Highway in the Park at
13 all times.” Ex. 1 at 6. Accordingly, emergency vehicles responding to areas west of the Upper Great
14 Highway need not use any “alternate routes” to reach their destinations. The inclusion of this statement
15 serves only to confuse or mislead voters regarding the impact of the Upper Great Highway closure on
16 emergency services.

17 **F. The Initiative Does Not Seek to “Restore” a Prior Approach**

18 86. The Initiative purports to “restore” the state of the Upper Great Highway prior to the
19 passage of Proposition K. Initiative Petition at 1 (Initiative § 1) (“This measure shall be known and may
20 be cited as ‘The Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer
21 Transit.’”); *id.* at 2 (Initiative § 2(k)) (“The voters now seek to restore the balanced approach that was
22 working effectively before Proposition K[.]”); *id.* at 4 (Notice of Intent) (“Notice is hereby given by the
23 persons whose names appear hereon of their intention to circulate the petition within the City and County
24 of San Francisco for the purpose of restoring the compromise which allowed the Great Highway to be a
25 park on weekends and provide road access on weekdays.”).

26 ³ In fact, unless the Initiative is referring to water or beach rescues, this assertion is nonsensical, as—
27 given location of the Upper Great Highway—there is nothing “west of the Upper Great Highway” but
28 the beach and ocean. Upon information and belief, there is no data from the City identifying any
emergency response locations west of the Upper Great Highway.

1 87. Mr. Corriea and Great Highway for Everyone intentionally included these statements
2 (and therefore intended them to induce people to sign the Initiative Petition), which are objectively false
3 (or at the very least, misleading) because the Initiative seeks to enforce a different paradigm than that
4 which was in place prior to voters passing Proposition K. Indeed, the schedule mandated by the Initiative
5 has never previously been in place; it is a new approach, not a restoration of any prior status.

6 88. Prior to Proposition K, the Upper Great Highway was closed to private vehicle traffic
7 pursuant to Ordinance No. 258-22 from Fridays at 12 p.m. to Mondays at 6:00 a.m., and on holidays. ¶
8 39, *supra*. In contrast, the Initiative seeks to close Sunset Dunes and reopen the Upper Great Highway
9 to private vehicle traffic and only restricts private vehicle traffic from Fridays at 6:00 p.m. to Mondays
10 at 4:00 a.m., and on holidays. Ex. 1 (Initiative Petition) at 1 (Ballot Summary). While the Initiative in
11 broad strokes implements a “cars on weekdays, recreation on weekends” regime, it prioritizes private
12 vehicle traffic to the detriment of recreation time more than the prior approach.

13 89. This difference is not trivial. On information and belief, outdoor recreational space use
14 occurs overwhelmingly during daylight hours—under the Initiative’s paradigm, the Upper Great
15 Highway would be closed to recreational use for an additional entire afternoon (12:00 p.m. to 6:00 p.m.)
16 as compared to prior to Proposition K—the sole weekday daylight access provided prior to Proposition
17 K under Ordinance No. 258-22. This difference is verifiable, as Ordinance No. 258-22 required the
18 closure of the Upper Great Highway to private vehicular traffic at 12:00 p.m. on Fridays, and it is
19 objectively untrue that the Petition restores the approach in place prior to Proposition K. For those
20 desiring to use the Upper Great Highway as a recreational space, what the Initiative seeks is far from the
21 arrangement that was in place prior to Proposition K.

22 **G. The Initiative is Unrelated to “Safer Transit”**

23 90. The Initiative purports to provide “safer transit” in the neighborhood surrounding the
24 Upper Great Highway. Initiative Petition at 1 (“This measure shall be known and may be cited as ‘The
25 Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer Transit.’”); *id.* At 2
26 (Initiative § 2(g)) (“Neighbors, parents, and working people who previously used the Upper Great
27 Highway for weekday travel now must drive through residential neighborhoods or through Golden Gate
28 Park on Crossover Drive and other park roads, increasing traffic congestion, noise, and safety concerns

1 or streets where children play and families live.”); *id.* At 2 (Initiative § 3) (“The Great Highway for
2 Everyone Act, Restoring Balanced Access to Parks and Safer Transit.”).

3 91. Mr. Corriea and Great Highway for Everyone intentionally included these statements
4 (and therefore, intended them to induce people to sign the Initiative Petition), which are objectively false
5 (or at the very least, misleading) because there is no evidence that the closure of the Upper Great
6 Highway to private vehicles caused an increase in traffic incidents and in any event, the Initiative does
7 nothing for transit safety.

8 92. First, an independent statistical study of traffic crashes in the district showed that the
9 closure of the Upper Great Highway did not lead to a meaningful increase in the number of crashes. Ex.
10 18 (There’s Zero Evidence Great Highway Closure Made Sunset Streets Less Safe). When compared
11 with control neighborhoods in San Francisco, “[c]rash rate changes in the Sunset neighborhoods are
12 statistically indistinguishable from changes in control neighborhoods.” *Id.* At 3. The conclusion of the
13 study was clear—there was “no detectable effect on traffic crashes resulting in injury due to the closure
14 of the Upper Great Highway to automobiles.” *Id.* At 4.

15 93. Another study by The Frisc, a nonprofit San Francisco news organization, found the
16 closure of the Upper Great Highway to private vehicles did not negatively affect traffic safety. In fact,
17 for each of the last five months of 2025, the number of injury collisions in San Francisco’s District 4
18 (where Sunset Dunes is located) was lower than the respective months in both 2019 and 2024. Ex. 19
19 at 3 (This Great Highway Obsession Must End).

20 94. Even evaluating crash data using statistical analysis rather than a simple year over year
21 comparison shows “no detectable effect on traffic crashes resulting in injury due to the closure of the
22 Upper Great Highway to automobiles.” Ex. 18 at 4 (There’s Zero Evidence Great Highway Closure
23 Made Sunset Streets Less Safe).

24 95. Second, the Initiative has no provisions that explicitly or otherwise improve transit safety.
25 The Initiative’s claim that the safety of transit riders will improve simply by opening the Upper Great
26 Highway is demonstrably false. Additionally, the Initiative does not provide road maintenance, traffic
27 control, speed limits, or anything else regarding transit safety. Therefore, the title’s claim of “Safer
28 Transit” is false and/or misleading to voters.

1 **H. The Initiative is Not Consistent With the Requirements of the California Coastal**
2 **Act**

3 96. The Initiative suggests that by voting in favor of the Initiative, the voters “affirm” that
4 closing Sunset Dunes and reopening the Upper Great Highway Roadway to private vehicles under the
5 paradigm of the Initiative is consistent with the California Coastal Act (“CCA”), and that this satisfies
6 the requisite approvals under the CCA:

7 The voters recognize that implementation of this measure may require approvals under the
8 California Coastal Act of 1976 (Public Resources Code Sections 30000-30900), which
9 governs land use in California’s coastal zone. The voters direct the City to seek all
10 necessary permits and approvals expeditiously, and affirm that the weekend and holiday
11 recreational use preserved by this measure is consistent with the Coastal Act’s mandate to
12 maximize public access and recreational opportunities in the coastal zone.

13 Initiative Petition at 2 (Initiative § 2(m)).

14 97. Mr. Corriea and Great Highway for Everyone intentionally included these statements
15 (and therefore, intended them to induce people to sign the Initiative Petition), whose implications are
16 objectively false (or at the very least, misleading) for multiple reasons.

17 98. First, the Initiative only addresses one enumerated goal of the CCA, omitting any finding,
18 discussion, or mention of the other five stated goals.⁴ For example, although the goal to protect the

19 ⁴ The full text of CCA Section 30001.5 includes the following list of “Legislative find[ings] and
20 declar[at]ions]; . . . goals[:]”

- 21 (a) Protect, maintain, and where feasible, enhance and restore the overall quality of the
22 coastal zone environment and its natural and artificial resources.
- 23 (b) Ensure orderly, balanced utilization and conservation of coastal zone resources taking
24 into account the social and economic needs of the people of the state.
- 25 (c) Maximize public access to and along the coast and maximize public recreational
26 opportunities in the coastal zone consistent with sound resources conservation principles
27 and constitutionally protected rights of private property owners.
- 28 (d) Ensure priority for coastal-dependent and coastal-related development over other
development on the coast.
- (e) Encourage state and local initiatives and cooperation in preparing procedures to
implement coordinated planning and development for mutually beneficial uses, including
educational uses, in the coastal zone.
- (f) Anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the
adverse environmental and economic effects of sea level rise within the coastal zone.

Pub. Res. Code § 30001.5.

1 environment and natural resources stated in Section 30001.5(a) could implicate San Francisco’s
2 threatened western snowy plovers (¶ 35, *supra*), the Initiative omits any discussion of this goal. The
3 statement in Section 2 (m) of the Initiative is likely to mislead voters into believing that the *only* goal
4 related to the CCA is to maximize public access and recreation opportunities in the coastal zone. With
5 this inaccurate perception, voters will be more inclined to vote yes without considering the other
6 implications of the Initiative on the remaining CCA goals.

7 99. Second, the Initiative states that the voters “affirm” that the changes proposed by the
8 initiative are “consistent with the Coastal Act’s mandate to maximize public access and recreational
9 opportunities in the coastal zone.” Initiative Petition at 2 (Initiative § 2(m)). However, the Initiative on
10 its own cannot “affirm” its consistency with the CCA and California law. Such a determination is left
11 up to the California Coastal Commission. Pub. Res. Code § 30330. Additionally, the previously
12 approved Coastal Development Permit (obtained after Proposition K was passed) includes specific
13 conditions stating that “[a]ny and all future proposed development related to ... this project area ... shall
14 be subject to the Coastal Commission’s continuing CDP jurisdiction.” ¶ 42, *supra*. The state legislature
15 did not delegate authority to make such determinations to local voters. Yet, the petition attempts to do
16 exactly so, usurping the authority granted to the California Coastal Commission and simply (and
17 improperly) attesting to the Initiative’s compliance with the CCA.

18 100. Finally, the Petition omits that the California Coastal Commission—the state agency
19 which oversees the enforcement of the CCA—has already stated on record that Sunset Dunes is “a
20 significant public access enhancement that helps to maximize public recreational access as directed by
21 the Coastal Act” in a report unanimously approved by the Coastal Commission. Ex. 10 (Staff Report:
22 CDP Application 2-24-0933).

23 **CLAIMS FOR RELIEF**

24 **COUNT I: Petition for Writ of Mandate Compelling the Director of Elections to Refrain from**
25 **Printing the Initiative on the Ballot**

26 101. Petitioners incorporate by reference all of the allegations contained in paragraphs above
27 as though fully set forth herein.

28 102. Based on the foregoing allegations regarding a writ of mandate, and pursuant to California

1 Code of Civil Procedure Sections 1085, and 1806, Petitioners are entitled to a writ of mandate prohibiting
2 Respondent and his officers, agents, and all persons acting by, through, or in concert with him, from
3 taking any action that would cause the legally invalid Initiative to be placed on the ballot.

4 **COUNT II: Injunctive Relief Enjoining the Director of Elections from Placing**
5 **the Initiative on the Ballot**

6 103. Petitioners incorporate by reference all of the allegations contained in paragraphs above
7 as though fully set forth herein.

8 104. Based on the foregoing allegations regarding injunctive relief, and pursuant to Code of
9 Civil Procedure section 525, and 526, Petitioners are entitled to a temporary restraining order,
10 preliminary injunction, and permanent injunction prohibiting Respondent and his officers, agents, and
11 all persons acting by, through, or in concert with him, from taking any action that would cause the legally
12 invalid Initiative to be placed on the ballot.

13 **COUNT III: Declaratory Relief that the Initiative Violates the Law and Must Not be Placed on**
14 **the Ballot**

15 105. Petitioners incorporate by reference all of the allegations contained in paragraphs above
16 as though fully set forth herein.

17 106. An actual controversy has arisen between Petitioners and the Real Parties in Interest, that
18 Petitioners believe and contend, for the reasons set forth above, that the Initiative violates California law
19 and must not be placed on the ballot. Further, Petitioners believe, and on that basis contend, that the
20 Real Parties in Interest are of the belief that the Initiative does not violate California law and must be
21 placed on the ballot.

22 107. A judicial determination and declaration as to the legality of the Initiative, as set forth
23 above, is therefore necessary and appropriate to determine the respective rights and duties of the parties.

24 108. Based on the foregoing allegations regarding declaratory relief, and pursuant to Code of
25 Civil Procedure section 1060, Petitioners are entitled to a judicial determination that the Initiative is
26 legally invalid under California law and that the Director of Elections and his officers, agents, and all
27 persons acting by, through, or in concert with them shall not take any action that would enable it to
28 appear on the ballot.

1 **PRAYER FOR RELIEF**

2 WHEREFORE, Petitioners respectfully request that the Court enter judgment in their favor and
3 against Respondent as follows:

- 4 (a) On Count I, that this Court issue an alternative and/or peremptory writ of mandate
5 prohibiting Respondent and his officers, agents, and all persons acting by,
6 through, or in concert with him, from taking any action that would cause the
7 legally invalid Initiative “The Great Highway for Everyone Act, Restoring
8 Balanced Access to Parks and Safer Transit” to be placed on the ballot;
- 9 (b) On Count II, that this Court issue a temporary restraining order, preliminary
10 injunction, and permanent injunction prohibiting Respondent and his officers,
11 agents, and all persons acting by, through, or in concert with him, from taking any
12 action that would cause the legally invalid Initiative “The Great Highway for
13 Everyone Act, Restoring Balanced Access to Parks and Safer Transit” to be placed
14 on the ballot;
- 15 (c) On Count III, that this Court issue judgment declaring that the Initiative “The
16 Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer
17 Transit” initiative is legally invalid and must not be placed on the ballot;
- 18 (d) That this Court will award Petitioners the costs of this proceeding; and
- 19 (e) That this Court grant Petitioners any such other, different, or further relief as the
20 Court may deem just and proper.
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1 Dated: June 26, 2026

Respectfully submitted,

2
3 By: /s/ Kristina M. Hanson

4 Wendy L. Devine (SBN 246337)

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20 *Attorneys for Petitioners/Plaintiffs*

21 *Friends of Sunset Dunes and Kimberlee*

22 *Howley*


VERIFICATION

I, Lucas Lux, declare as follows:

I am President of the Board of Friends of Sunset Dunes, which is a party to this action, and I am authorized to make this verification for and on its behalf, and I make this verification for that reason. The matters stated in the foregoing document are true of my own knowledge except as to those matters which are stated on information and belief, and as to those matters, I believe them to be true.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed in San Francisco on this 26 day of June, 2026.

By: 
Lucas Lux


VERIFICATION

I, Kimberlee Howley, declare as follows:

I am a party to this action. The matters stated in the foregoing document are true of my own knowledge except as to those matters which are stated on information and belief, and as to those matters, I believe them to be true.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed in San Francisco, CA on this 26 day of June, 2026.

By: 
Kimberlee Howley

INDEX TO EXHIBITS

Exhibit	Description
1.	Initiative Petition entitled “The Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer Transit” (“Initiative Petition”) that is a retyped version of the original copy of the Petition due to legibility issues of the original copy.
2.	Original copy of the Initiative Petition
3.	February 20, 2026 letter from Richard Corriea attaching Proposed Initiative Petition Materials
4.	Great Highway for Everyone’s Form SFEC-113
5.	Web article entitled “Sunset Dunes Background and Timeline”
6.	Web article entitled “San Francisco's surprisingly difficult quest to turn a century-old highway into a park” (October 31, 2024)
7.	August 12, 2024 Letter from the Deputy Controller
8.	Excerpts from the Great Highway Concepts Evaluation Report (June 2021)
9.	Web article entitled “Preparing for Great Highway Changes: New Traffic Signals and Safety Improvements in Place” (February 21, 2025)
10.	California Coastal Commission’s approval of Application Number 2-24-0933
11.	Web article entitled “Sunset Dunes”
12.	Fact Sheets regarding the visitation of Sunset Dunes Park
13.	June 6, 2026 Email Chain Between Sarah Madland and Myrna Melgar re: Sunset Dunes Park
14.	March 22, 2023 Memo attaching Report on Sand Management Options for the Great Highway
15.	July 15, 2024 Letter from the Office of the Controller
16.	Web article that attaches a February 12, 2025 Letter from S.F. Dept. of Management
17.	Submittal Form for the Initiative Measure that became Proposition K
18.	Web article “There’s Zero Evidence Great Highway Closure Made Sunset Streets Less Safe” (January 12, 2026)
19.	Web article “This Great Highway Obsession Must End For the Good of San Francisco” (March 11, 2026)
20.	San Francisco city Ordinance No. 102-24 titled Park Code – Great Highway Extension – Road Closure
21.	Web article “Ocean Beach Climate Change Adaptation Project”
22.	Letter dated July 26, 2024 from the S.F. Department of Emergency Management
23.	Photograph

Exhibit	Description
24.	Photograph
25.	Photograph
26.	Photograph
27.	Photograph
28.	Photograph
29.	Photograph
30.	Photograph
31.	Photograph
32.	Photograph
33.	Photograph
34.	Photograph
35.	Photograph

EXHIBIT 1

INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

The City Attorney has prepared the following title and summary of the chief purpose and points of the proposed measure:

Ballot Title:

ALLOWING PRIVATE VEHICLES ON THE GREAT HIGHWAY IN SUNSET DUNES PARK

Ballot Summary:

The Way It Is Now

Sunset Dunes Park, which replaced the Great Highway between Lincoln Way and Sloat Boulevard (Upper Great Highway), is closed to private vehicles at all times. Emergency vehicles, official government vehicles, intra-park transit shuttle buses, and similar authorized vehicles are exempt from the private vehicle restriction and may continue to access the Upper Great Highway in the Park at all times.

The California Coastal Act regulates land uses along the California coast. Under the Coastal Act, changes in use of the Upper Great Highway may require a coastal development permit from the Coastal Commission. Those changes may also require approvals from other government agencies.

The Proposal

The proposed measure would allow private motor vehicles to use the Upper Great Highway in Sunset Dunes Park at all times, except from Fridays at 6:00 p.m. until Mondays at 4:00 a.m. and on holidays. Emergency vehicles, official government vehicles, intra-park transit shuttle buses, and similar authorized vehicles would continue to have access to the Upper Great Highway at all times.

The City would need to obtain a coastal development permit from the Coastal Commission, and possibly approvals from other government agencies, to reopen the Upper Great Highway to private motor vehicles.

BE IT ORDAINED by the People of the City and County of San Francisco as follows:

SECTION 1. Title.

This measure shall be known and may be cited as “**The Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer Transit.**”

SECTION 2. Findings.

(a) In April 2020, acting in response to the COVID-19 pandemic, the City temporarily closed the Upper Great Highway between Lincoln Way and Sloat Boulevard (“Upper Great Highway”) to private vehicle traffic to provide temporary open space for recreation during shelter-in-place orders. As pandemic restrictions eased and San Francisco residents resumed in-person work, school, and other activities in 2021, the City recognized that a balance was necessary between recreational and transportation uses of the Upper Great Highway.

(b) In August 2021, the City modified the closure to establish a compromise: the Upper Great Highway would be closed to private vehicles only from Friday at noon through Monday at 6:00 a.m., and on holidays, allowing the roadway to serve as a recreational space on weekends when demand for such use is highest, while remaining available for vehicle traffic on weekdays when working families, commuters, and others rely on it to reach employment, schools, medical facilities, and other destinations.

(c) In 2022, the Board of Supervisors adopted Ordinance No. 258-22, which extended this weekend and holiday closure arrangement on a pilot basis through December 31, 2025. This pilot program demonstrated that the compromise worked: weekend recreational use of

the Upper Great Highway flourished, with approximately 10,000 visits per weekend, while weekday vehicle access served approximately 14,000 to 20,000 vehicles per day, providing a vital north-south route along San Francisco’s western neighborhoods.

(d) In 2024, despite the success of this compromise arrangement and without adequate community engagement with District 4 residents most directly affected by the closure. Supervisor Joel Engardio sponsored Proposition K, a ballot measure that would permanently close the Upper Great Highway to private vehicles seven days per week. Proposition K was placed on the citywide ballot on the final day permitted by law for such placement.

(e) San Francisco voters citywide narrowly approved Proposition K in November 2024. However, voters in Supervisorial District 4—the district that includes the Upper Great Highway and the residential neighborhoods most directly impacted by its closure—rejected Proposition K by a decisive margin, with approximately 64% voting against the permanent closure.

(f) Following the passage of Proposition K, residents of District 4 organized a recall campaign against Supervisor Engardio, citing his failure to adequately consult with constituents before sponsoring the permanent closure measure. On May 29, 2025, the Department of Elections certified that the recall petition contained 10,523 valid signatures, exceeding the 9,911 signatures required to qualify the recall for the ballot. In the September 16, 2025 special recall election, District 4 voters removed Supervisor Engardio from office by an overwhelming 62.72%, demonstrating the depth of concern about the permanent closure of the Upper Great Highway,

(g) Since the implementation of Proposition K’s permanent closure, the elimination of weekday vehicle access to the Upper Great Highway has resulted in the diversion of thousands of vehicles daily onto residential streets in surrounding neighborhoods, including streets

in the Outer Sunset and Outer Richmond districts. Neighbors, parents, and working people who previously used the Upper Great Highway for weekday travel now must drive through residential neighborhoods or through Golden Gate Park on Crossover Drive and other park roads, increasing traffic congestion, noise, and safety concerns on streets where children play and families live.

(h) The permanent closure has also eliminated a critical coastal evacuation route that could be essential in the event of an earthquake, wildfire, or other emergency requiring rapid evacuation of San Francisco's western neighborhoods. Emergency response times for police, fire, and medical services to areas west of the Upper Great Highway have been negatively impacted by the need to use alternate routes that are more congested and circuitous.

(i) The City must maintain the Upper Great Highway roadway surface regardless of whether it is open to private vehicles, because emergency vehicles, public transit, Recreation and Park Department vehicles, and other authorized vehicles require access to the corridor. Given this maintenance requirement, the roadway surface remains suitable for dual use: recreational use on weekends and holidays when families and visitors can most readily enjoy coastal access, and vehicle traffic on weekdays when transportation needs are greatest and recreational demand is lower.

(j) Proposition K did not provide funding for the conversion of the Upper Great Highway into a formal park with amenities such as seating, landscaping, or facilities. The closure has resulted in an underutilized paved roadway on weekdays, when recreational use is minimal, while simultaneously forcing weekday vehicle traffic onto less suitable routes through residential neighborhoods and Golden Gate Park.

(k) The voters now seek to restore the balanced approach that was working effectively before Proposition K: preserving the weekend and holiday closure that allows San Franciscans to enjoy the Upper Great Highway as a coastal recreational promenade when demand for such use is highest, while reopening the roadway to vehicle traffic on weekdays when working families need access to employment, schools, and services, and when the diversion of traffic onto residential streets and through Golden Gate Park creates the greatest burden on surrounding neighborhoods.

(l) This measure represents a fair and sensible compromise that serves the needs of all San Franciscans: it maintains the recreational benefits that thousands of weekend visitors enjoy, while restoring essential weekday transportation access for working families and reducing the traffic impacts on residential neighborhoods. By providing clarity and finality on this issue, this measure will allow San Francisco to move forward with a stable, long-term arrangement that balances recreation and transportation needs on the Upper Great Highway.

(m) The voters recognize that implementation of this measure may require approvals under the California Coastal Act of 1976 (Public Resources Code Sections 30000-30900), which governs land use in California's coastal zone. The voters direct the City to seek all necessary permits and approvals expeditiously, and affirm that the weekend and holiday recreational use preserved by this measure is consistent with the Coastal Act's mandate to maximize public access and recreational opportunities in the coastal zone.

SECTION 3. The Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer Transit.

Article 6 of the Park Code is hereby amended by revising Section 6.13 to read as follows:

(a) **Findings and Purpose.** In 2022, following the temporary closure of the Great Highway between Lincoln Way and Sloat Boulevard (hereafter, the "Upper Great Highway") due to COVID-19 pandemic, the Board of Supervisors, on recommendation of the Recreation and Park Commission and San Francisco Municipal Transportation Agency ("SFMTA") Board of Directors, found that it would be appropriate to restrict private vehicles from the four-lane limited-access Upper Great Highway during specified times, due to the need to ensure the safety and protection of persons using those streets for recreational purposes, and because such restrictions would leave sufficient roadway capacity in the surrounding area for vehicular, pedestrian, and bicycle traffic during the periods of restriction.

In 2024, the voters adopted Proposition K, which imposed restrictions on private vehicles on the Upper Great Highway at all times. However, the permanent, full-time closure mandated by Proposition K has resulted in significant impacts on surrounding residential neighborhoods, as neighbors, parents, and working people who require vehicle access for employment, school, medical appointments, and other essential trips now must use residential streets in the Outer Sunset and Outer Richmond districts, or drive through Golden Gate Park, rather than using the Upper Great Highway. The permanent closure has also eliminated a coastal evacuation route that may be needed in the event of earthquake, wildfire, or other emergency.

The People of the City and County of San Francisco hereby find that a balanced approach better serves the public interest: restricting private vehicles from the Upper Great Highway on weekends and holidays, when recreational demand is highest and approximately 10,000 visitors per weekend enjoy the coastal promenade, while permitting vehicle traffic on weekdays, when transportation needs are greatest, recreational use is minimal, and the diversion of traffic onto residential streets and through Golden Gate Park creates unacceptable burdens on surrounding neighborhoods.

The People further find that the Upper Great Highway roadway must be maintained for use by emergency vehicles, public transit, and other authorized vehicles regardless of whether it is open to private vehicles, and that this dual-use approach—recreational use on weekends and holidays, vehicle access on weekdays—represents an efficient use of public infrastructure that serves the diverse needs of San Francisco residents.

Consistent with the foregoing, the People hereby find that it is appropriate to restrict private vehicles from the Upper Great Highway during weekends and holidays only, as set forth herein, thereby preserving valued recreational access while restoring essential weekday transportation capacity. These restrictions will continue to leave sufficient roadway capacity in the surrounding area for vehicular, pedestrian, and bicycle traffic during the periods when the Upper Great Highway is closed to private vehicles, while reducing the burden on residential streets and Golden Gate Park during weekdays. ~~In 2022 following the temporary closure of the Great Highway between Lincoln Way and Sloat Boulevard (hereafter, the "Upper Great Highway") due to the COVID-19 pandemic, and on recommendation of~~

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

~~Consistent with the foregoing, the People of the City and County of San Francisco hereby affirm and readopt these findings that the Upper Great Highway is not needed for vehicular traffic, and further find that, for the same reasons, it would be appropriate to restrict private vehicles from the four lane limited access Upper Great Highway at all times, as described herein. The additional restrictions would still leave a sufficient portion of the streets in the surrounding area for other public uses including vehicular, pedestrian, and bicycle traffic~~

(b) **Restrictions on Private Vehicles.** The Recreation and Park Department shall restrict private vehicles from the Upper Great Highway from Friday at 6:00 p.m. until Monday at 4:00 a.m., and on City, State, or federal holidays, as set forth herein.

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

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

- (1) Emergency vehicles, including but not limited to police and fire vehicles
- (2) Official City, State, or federal vehicles, or any other authorized vehicle, being used to perform official City, State, or federal business pertaining to the Upper Great Highway or any property or facility therein, including but not limited to public transit vehicles, vehicles of the Recreation and Park Department, and construction vehicles authorized by the Recreation and Park Department.
- (3) Authorized intra-park transit shuttle buses, paratransit vans, or similar authorized vehicles used to transport persons along the Upper Great Highway
- (4) Vehicles authorized by the Recreation and Park Department in connection with permitted events and activities.

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

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

(g) **Severability.** If any subsection, sentence, clause, phrase, or word of this Section 6.13 or any application thereof to any person or circumstance, is held to be invalid or unconstitutional by a decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions or applications of Section 6.13. The People of San Francisco hereby declare that this measure, and each portion and part, would have been adopted irrespective of whether any one or more provisions or parts are found to be invalid or unconstitutional. The People of San Francisco further declare their desire that this measure provide for the closure of the Great Highway only during weekends and holidays, provide adequate notice of closures, and exempt certain motor vehicles, are independently important of one another. The Board of Supervisors hereby declares it would have passed this Section and each and every subsection, sentence, clause, phrase, and word not declared invalid or unconstitutional without regard to whether any other portions of Section 6.13 or application thereof would be subsequently declared invalid or unconstitutional.

(h) **Amendment.** The Board of Supervisors may amend, by a supermajority of at least eight votes, technical, procedural and administrative provisions of the Ordinance. Amendments to the days and time during which motor vehicles are used on the Great Highway, or other fundamental purposes, shall require approval by a majority of voters.

SECTION 4. Effective Date and Operative Date.

This measure shall be effective and operative upon its approval by a simple majority of electors voting on the measure.

SECTION 5. Severability.

If any provision of this measure, or part thereof, or the applicability of any provision or part to any person or circumstances, is for any reason held to be invalid or unconstitutional, the remaining provisions and parts shall not be affected, but shall remain in full force and effect, and to this end the revisions and parts of this measure are severable. The People of San Francisco hereby declare that this measure, and each portion and part, would have been adopted irrespective of whether any one or more provisions or parts are found to be invalid or unconstitutional. The People of San Francisco further declare their desire that this measure provide for the closure of the Great Highway only during weekends and holidays, provide adequate notice of closures, and exempt certain motor vehicles, are independently important of one another.

SECTION 6. Conflicting Measures.

This measure is intended to be comprehensive. It is the intent of the People of San Francisco that, in the event this measure appears on the same ballot as one or more measures relating to the use of motor vehicles on the Great Highway, the provisions of the other measure or measures shall be deemed in conflict with this measure. In the event

that this measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the provisions of the other measure or measures may be implemented only to the extent that those provisions are not in conflict with each provisions this measure. The provisions of a conflicting measure or measures shall be deemed in conflict with this measure if such conflicting measure or measures would permit the Great Highway to be closed in excess of the closures contemplated by this measure. If this measure is approved by a majority of the voters, but does not receive a greater number of affirmative votes than any other measure or measures appearing on the same ballot regarding the use of motor vehicles on the Great Highway, then this measure shall take effect to the extent not in conflict with said other measure or measures,

SECTION 7. Amendment.

The Board of Supervisors may amend, by a supermajority of at least eight voles, technical, procedural and administrative provisions of the Ordinance. Amendments to the days and time during which motor vehicles are used on the Great Highway, or other fundamental purposes, shall require approval by a majority of voters.

SECTION 8. Liberal Construction.

This measure is an exercise of the initiative power reserved to the People of San Francisco to permit motor vehicle access to the Great Highway front TIME to TIME; and shall be liberally construed to effectuate that purpose.

SECTION 9. Municipal Affair.

The People of San Francisco hereby declare that, separately and together, the use of motor vehicles on the Great Highway constitutes a municipal affair. The People of San Francisco hereby further declare

their desire for this measure to coexist with any similar measures adopted at the city. county or state levels.

SECTION 10. Legal Defense.

The People of the San Francisco desire that this measure, if approved by a simple majority of voters, and thereafter challenged in court, be [] by the City and County of San Francisco. The People of San Francisco, by approving this measure, hereby declare that the proponent(s) of this Act have a direct and personal stake in defending this measure from constitutional or statutory challenges to the measure’s validity or implementation. In the event that the City and County of San Francisco fails to defend this measure, or that the City and County of San Francisco fails to appeal an adverse judgment against the constitutionality, statutory permissibility or implementation of this measure, in whole or in part, in any court of law, the measure’s proponent(s) shall be entitled to assert his, her or their direct personal stake by defending the measure’s validity and implementation in any court of law and shall be empowered by the People of San Francisco through this measure to act as agents of the People of San Francisco, and the City and County shall indemnify the proponent(s) for reasonable fees, expenses and other losses incurred by the proponent(s), as agent(s) of the City and County of San Francisco, in defending the validity and/or implementation of the measure. The rate of indemnification shall be no more than the amount it would cost San Francisco to perform the defense itself.

NOTICE OF INTENT TO CIRCULATE PETITION

Notice is hereby given by the persons whose names appear hereon of their intention to circulate the petition within the City and County of San Francisco for the purpose of restoring the compromise which allowed the Great Highway to be a park on weekends and provide road access on weekdays.

A statement of the reasons for the proposed action as contemplated in the petition is as follows:

In 2022, following the temporary closure of the Great Highway between Lincoln Way and Sloat Boulevard (hereafter, the “Upper Great Highway”) due to the COVID-19 pandemic, the Board of Supervisors, on recommendation of the Recreation and Park Commission and San Francisco Municipal Transportation Agency (“SFMTA”) Board of Directors, found that it would be appropriate to restrict private vehicles from the four-lane limited-access Upper Great Highway during specified times, due to the need to ensure the safety and protection of persons using those streets for recreational purposes, and because such restrictions would leave sufficient roadway capacity in the surrounding area for vehicular, pedestrian, and bicycle traffic during the periods of restriction.

In 2024, the voters adopted Proposition K, which imposed restrictions on private vehicles on the Upper Great Highway at all time. However, the permanent, full-time closure mandated by Proposition K has resulted in significant impacts on surrounding residential neighborhoods. as neighbors, parents, and working people who require vehicle access for employment, school, medical appointments, and other essential trips now must use residential streets in the Outer Sunset and Outer Richmond districts, or drive through Golden Gate Park, rather than using the Upper Great Highway. The permanent closure has also eliminated a coastal evacuation route that may be needed in the event of earthquake, wildfire, or other emergency.

The People of the City and County of San Francisco hereby find that a balanced approach is necessary to better serve public interest. restricting private vehicles from the Upper Great Highway on weekends and holidays, when recreational demand is highest and approximately 10,000 visitors per weekend enjoy the coastal promenade, while permitting vehicle traffic on weekdays, when transportation needs are greatest, recreational use is minimal, and the diversion of traffic onto residential streets and through Golden Gate Park creates unacceptable burdens on surrounding neighborhoods.

The People further find that the Upper Great Highway roadway must be maintained for use by emergency vehicles, public transit, and other authorized vehicles regardless of whether it is open to private vehicles, and that this dual-use approach—recreational use on weekends and holidays, vehicle access on weekdays—represents an efficient use of public infrastructure that serves the diverse needs of San Francisco residents. Consistent

with the foregoing, the People hereby find that it is appropriate to restrict private vehicles from the Upper Great Highway during weekends and holidays only, as set forth herein, thereby preserving valued recreational access while restoring essential weekday transportation capacity. These restrictions will continue to leave sufficient roadway capacity in the surrounding area for vehicular, pedestrian, and bicycle traffic during the periods when the Upper Great Highway is closed to private vehicles, while reducing the burden on residential streets and Golden Gate Park during weekdays.

_____/s
Richard Corriea

INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

The City Attorney has prepared the following title and summary of the chief purpose and points of the proposed measure:

Ballot Title:

ALLOWING PRIVATE VEHICLES ON THE GREAT HIGHWAY IN SUNSET DUNES PARK

Ballot Summary:

The Way It Is Now

Sunset Dunes Park, which replaced the Great Highway between Lincoln Way and Sloat Boulevard (Upper Great Highway), is closed to private vehicles at all times. Emergency vehicles, official government vehicles, intra-park transit shuttle buses, and similar authorized vehicles are exempt from the private vehicle restriction and may continue to access the Upper Great Highway in the Park at all times.

The California Coastal Act regulates land uses along the California coast. Under the Coastal Act, changes in use of the Upper Great Highway may require a coastal development permit from the Coastal Commission. Those changes may also require approvals from other government agencies.

The Proposal

The proposed measure would allow private motor vehicles to use the Upper Great Highway in Sunset Dunes Park at all times, except from Fridays at 6:00 p.m. until Mondays at 4:00 a.m. and on holidays. Emergency vehicles, official government vehicles, intra-park transit shuttle buses, and similar authorized vehicles would continue to have access to the Upper Great Highway at all times.

The City would need to obtain a coastal development permit from the Coastal Commission, and possibly approvals from other government agencies, to reopen the Upper Great Highway to private motor vehicles.

<p>OFFICIAL TOP FUNDERS. Valid only for April 2026. Petition circulation paid for by Great Highway for Everyone Latest info: https://www.sos.ca.gov/elections/ballot-measures/initiative-and-referendum-status/official-top-funders/</p>		
<p>VOTER: Please sign Petition one time ONLY.</p>	<p>NOTICE TO THE PUBLIC: SIGN ONLY IF IT IS THE SAME MONTH SHOWN IN THE OFFICIAL TOP FUNDERS OR YOU SAW AN “OFFICIAL TOP FUNDERS” SHEET FOR THIS MONTH. THIS PETITION MAY BE CIRCULATED BY A PAID SIGNATURE GATHERER OR A VOLUNTEER. YOU HAVE THE RIGHT TO ASK.</p>	
<p>Use Pen only – PLEASE PRINT ALL INFORMATION EXCEPT SIGNATURE</p>		<p>Official Use Only</p>
1	<p>_____</p> <p>Print Name</p> <p>_____</p> <p>Sign As Registered To Vote</p>	<p>_____</p> <p>Residence Address ONLY</p> <p>_____</p> <p>City Zip Code</p>
2	<p>_____</p> <p>Print Name</p> <p>_____</p> <p>Sign As Registered To Vote</p>	<p>_____</p> <p>Residence Address ONLY</p> <p>_____</p> <p>City Zip Code</p>
3	<p>_____</p> <p>Print Name</p> <p>_____</p> <p>Sign As Registered To Vote</p>	<p>_____</p> <p>Residence Address ONLY</p> <p>_____</p> <p>City Zip Code</p>
4	<p>_____</p> <p>Print Name</p> <p>_____</p> <p>Sign As Registered To Vote</p>	<p>_____</p> <p>Residence Address ONLY</p> <p>_____</p> <p>City Zip Code</p>

5	_____ Print Name _____ Sign As Registered To Vote	_____ Residence Address ONLY _____ City Zip Code	
6	_____ Print Name _____ Sign As Registered To Vote	_____ Residence Address ONLY _____ City Zip Code	
7	_____ Print Name _____ Sign As Registered To Vote	_____ Residence Address ONLY _____ City Zip Code	

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The proposed measure would allow private motor vehicles to use the Upper Great Highway in Sunset Dunes Park, at all times, except from Fridays at 6:00 p.m. until Mondays at 4:00 a.m. and on holidays. Emergency vehicles, official government vehicles, intra-park transit shuttle buses, and similar authorized vehicles would continue to have access to the Upper Great Highway at all times.

The City would need to obtain a coastal development permit from the Coastal Commission, and possibly approvals from other government agencies, to reopen the Upper Great Highway to private motor vehicles.

OFFICIAL TOP FUNDERS. Valid only for April 2026.

Petition circulation paid for by Great Highway for Everyone

Latest info: <https://www.sos.ca.gov/elections/ballot-measures/initiative-and-referendum-status/official-top-funders/>

VOTER: Please
sign Petition one
time ONLY

NOTICE TO THE PUBLIC:

SIGN ONLY IF IT IS THE SAME MONTH SHOWN IN THE OFFICIAL TOP FUNDERS OR YOU SAW AN "OFFICIAL TOP FUNDERS" SHEET FOR THIS MONTH.

THIS PETITION MAY BE CIRCULATED BY A PAID SIGNATURE GATHERER OR A VOLUNTEER. YOU HAVE THE RIGHT TO ASK.

Use Pen Only – PLEASE PRINT ALL INFORMATION EXCEPT SIGNATURE

Official Use Only

8	_____	_____	
	Print Name	Residence Address ONLY	
	_____	_____	
	Sign As Registered To Vote	City Zip Code	
9	_____	_____	
	Print Name	Residence Address ONLY	
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	Sign As Registered To Vote	City Zip Code	
10	_____	_____	
	Print Name	Residence Address ONLY	
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	Sign As Registered To Vote	City Zip Code	

11	_____ Print Name _____ Sign As Registered To Vote	_____ Residence Address ONLY _____ City Zip Code	
12	_____ Print Name _____ Sign As Registered To Vote	_____ Residence Address ONLY _____ City Zip Code	
13	_____ Print Name _____ Sign As Registered To Vote	_____ Residence Address ONLY _____ City Zip Code	
14	_____ Print Name _____ Sign As Registered To Vote	_____ Residence Address ONLY _____ City Zip Code	

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The Proposal

The proposed measure would allow private motor vehicles to use the Upper Great Highway in Sunset Dunes Park at all times, except from Fridays at 6:00 p.m. until Mondays at 4:00 a.m. and on holidays. Emergency vehicles, official government vehicles, intra-park transit shuttle buses, and similar authorized vehicles would continue to have access to the Upper Great Highway at all times.

The City would need to obtain a coastal development permit from the Coastal Commission, and possibly approvals from other government agencies, to reopen the Upper Great Highway to private motor vehicles.

OFFICIAL TOP FUNDERS. Valid only for April 2026.

Petition circulation paid for by Great Highway for Everyone

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18	<hr/> Print Name	<hr/> Residence Address ONLY	
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EXHIBIT 2

INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

The City Attorney has prepared the following title and summary of the chief purpose and points of the proposed measure:

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ALLOWING PRIVATE VEHICLES ON THE GREAT HIGHWAY IN SUNSET DUNES PARK

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The City would need to obtain a coastal development permit from the Coastal Commission, and possibly approvals from other government agencies, to reopen the Upper Great Highway to private motor vehicles.

BE IT ORDAINED by the People of the City and County of San Francisco as follows:

SECTION 1. Title.

This measure shall be known and may be cited as “The Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer Transit.”

SECTION 2. Findings.

(a) In April 2020, acting in response to the COVID-19 pandemic, the City temporarily closed the Upper Great Highway between Lincoln Way and Sloat Boulevard (“Upper Great Highway”) to private vehicle traffic to provide temporary open space for recreation during shelter-in-place orders. As pandemic restrictions eased and San Francisco residents resumed in-person work, school, and other activities in 2021, the City recognized that a balance was necessary between recreational and transportation uses of the Upper Great Highway.

(b) In August 2021, the City modified the closure to establish a compromise: the Upper Great Highway would be closed to private vehicles only from Friday at noon through Monday at 6:00 a.m., and on holidays, allowing the roadway to serve as a recreational space on weekends when demand for such use is highest, while remaining available for vehicle traffic on weekdays when working families, commuters, and others rely on it to reach employment, schools, medical facilities, and other destinations.

(c) In 2022, the Board of Supervisors adopted Ordinance No. 258-22, which extended this weekend and holiday closure arrangement on a pilot basis through December 31, 2025. This pilot program demonstrated that the compromise worked: weekend recreational use of the Upper Great Highway flourished, with approximately 10,000 visits per weekend, while weekday vehicle access served approximately 14,000 to 20,000 vehicles per day, providing a vital north-south route along San Francisco’s western neighborhoods.

(d) In 2024, despite the success of this compromise arrangement and without adequate community engagement with District 4 residents most directly affected by the closure, Supervisor Joel Engardio sponsored Proposition K, a ballot measure that would permanently close the Upper Great Highway to private vehicles seven days per week. Proposition K was placed on the citywide ballot on the final day permitted by law for such placement.

(e) San Francisco voters citywide narrowly approved Proposition K in November 2024. However, voters in Supervisorial District 4—the district that includes the Upper Great Highway and the residential neighborhoods most directly impacted by its closure—rejected Proposition K by a decisive margin, with approximately 64% voting against the permanent closure.

(f) Following the passage of Proposition K, residents of District 4 organized a recall campaign against Supervisor Engardio, citing his failure to adequately consult with constituents before sponsoring the permanent closure measure. On May 29, 2025, the Department of Elections certified that the recall petition contained 10,523 valid signatures, exceeding the 9,911 signatures required to qualify the recall for the ballot. In the September 16, 2025 special recall election, District 4 voters removed Supervisor Engardio from office by an overwhelming 62.72%, demonstrating the depth of concern about the permanent closure of the Upper Great Highway.

(g) Since the implementation of Proposition K’s permanent closure, the elimination of weekday vehicle access to the Upper Great Highway has resulted in the diversion of thousands of vehicles daily onto residential streets in surrounding neighborhoods, including streets in the Outer Sunset and Outer Richmond districts. Neighbors, parents, and working people who previously used the Upper Great Highway for weekday travel now

must drive through residential neighborhoods or through Golden Gate Park on Crossover Drive and other park roads, increasing traffic congestion, noise, and safety concerns on streets where children play and families live.

(h) The permanent closure has also eliminated a critical coastal evacuation route that could be essential in the event of an earthquake, wildfire, or other emergency requiring rapid evacuation of San Francisco’s western neighborhoods. Emergency response times for police, fire, and medical services to areas west of the Upper Great Highway have been negatively impacted by the need to use alternate routes that are more congested and circuitous.

(i) The City must maintain the Upper Great Highway roadway surface regardless of whether it is open to private vehicles, because emergency vehicles, public transit, Recreation and Park Department vehicles, and other authorized vehicles require access to the corridor. Given this maintenance requirement, the roadway surface remains suitable for dual use: recreational use on weekends and holidays when families and visitors can most readily enjoy coastal access, and vehicle traffic on weekdays when transportation needs are greatest and recreational demand is lower.

(j) Proposition K did not provide funding for the conversion of the Upper Great Highway into a formal park with amenities such as seating, landscaping, or facilities. The closure has resulted in an underutilized paved roadway on weekdays, when recreational use is minimal, while simultaneously forcing weekday vehicle traffic onto less suitable routes through residential neighborhoods and Golden Gate Park.

(k) The voters now seek to restore the balanced approach that was working effectively before Proposition K: preserving the weekend and holiday closure that allows San Franciscans to enjoy the Upper Great Highway as a coastal recreational promenade when demand for such use is highest, while reopening the roadway to vehicle traffic on weekdays when working families need access to employment, schools, and services, and when the diversion of traffic onto residential streets and through Golden Gate Park creates the greatest burden on surrounding neighborhoods.

(l) This measure represents a fair and sensible compromise that serves the needs of all San Franciscans: it maintains the recreational benefits that thousands of weekend visitors enjoy, while restoring essential weekday transportation access for working families and reducing the traffic impacts on residential neighborhoods. By providing clarity and finality on this issue, this measure will allow San Francisco to move forward with a stable, long-term arrangement that balances recreation and transportation needs on the Upper Great Highway.

(m) The voters recognize that implementation of this measure may require approvals under the California Coastal Act of 1976 (Public Resources Code Sections 30000-30900), which governs land use in California’s coastal zone. The voters direct the City to seek all necessary permits and approvals expeditiously, and affirm that the weekend and holiday recreational use preserved by this measure is consistent with the Coastal Act’s mandate to maximize public access and recreational opportunities in the coastal zone.

SECTION 3. The Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer Transit.

Article 6 of the Park Code is hereby amended by revising Section 6.13 to read as follows:

(a) **Findings and Purpose.** In 2022, following the temporary closure of the Great Highway between Lincoln Way and Sloat Boulevard (hereafter, the “Upper Great Highway”) due to the COVID-19 pandemic, the Board of Supervisors, on recommendation of the Recreation and Park Commission and San Francisco Municipal Transportation Agency (“SFMTA”) Board of Directors, found that it would be appropriate to

restrict private vehicles from the four-lane limited-access Upper Great Highway during specified times, due to the need to ensure the safety and protection of persons using those streets for recreational purposes, and because such restrictions would leave sufficient roadway capacity in the surrounding area for vehicular, pedestrian, and bicycle traffic during the periods of restriction.

In 2024, the voters adopted Proposition K, which imposed restrictions on private vehicles on the Upper Great Highway at all times. However, the permanent, full-time closure mandated by Proposition K has resulted in significant impacts on surrounding residential neighborhoods, as neighbors, parents, and working people who require vehicle access for employment, school, medical appointments, and other essential trips now must use residential streets in the Outer Sunset and Outer Richmond districts, or drive through Golden Gate Park, rather than using the Upper Great Highway. The permanent closure has also eliminated a coastal evacuation route that may be needed in the event of earthquake, wildfire, or other emergency.

The People of the City and County of San Francisco hereby find that a balanced approach better serves the public interest: restricting private vehicles from the Upper Great Highway on weekends and holidays, when recreational demand is highest and approximately 10,000 visitors per weekend enjoy the coastal promenade, while permitting vehicle traffic on weekdays, when transportation needs are greatest, recreational use is minimal, and the diversion of traffic onto residential streets and through Golden Gate Park creates unacceptable burdens on surrounding neighborhoods.

The People further find that the Upper Great Highway roadway must be maintained for use by emergency vehicles, public transit, and other authorized vehicles regardless of whether it is open to private vehicles, and that this dual-use approach—recreational use on weekends and holidays, vehicle access on weekdays—represents an efficient use of public infrastructure that serves the diverse needs of San Francisco residents.

Consistent with the foregoing, the People hereby find that it is appropriate to restrict private vehicles from the Upper Great Highway during weekends and holidays only, as set forth herein, thereby preserving valued recreational access while restoring essential weekday transportation capacity. These restrictions will continue to leave sufficient roadway capacity in the surrounding area for vehicular, pedestrian, and bicycle traffic during the periods when the Upper Great Highway is closed to private vehicles, while reducing the burden on residential streets and Golden Gate Park during weekdays. In 2022, following the temporary closure of the Great Highway between Lincoln Way and Sloat Boulevard (hereafter, the “Upper Great Highway”) due to the COVID-19 pandemic, and on recommendation of the Recreation and Park Commission and San Francisco Municipal Transportation Agency (“SFMTA”) Board of Directors, the Board of Supervisors found that it would be appropriate to restrict private vehicles from the four-lane limited-access Upper Great Highway at certain times, due to the need to ensure the safety and protection of persons who are to use those streets; and because the restrictions would leave a sufficient portion of the streets in the surrounding area for other public uses including vehicular, pedestrian, and bicycle traffic. Consistent with the foregoing, the People of the City and County of San Francisco hereby affirm and readopt these findings that the Upper Great Highway is not needed for vehicular traffic, and further find that, for the same reasons, it would be appropriate to restrict private vehicles from the four-lane limited-access Upper Great Highway at all times, as described herein. The additional restrictions would still leave a sufficient portion of the streets in the surrounding area for other public uses including vehicular, pedestrian, and bicycle traffic.

(b) **Restrictions on Private Vehicles.** The Recreation and Park Department shall restrict private vehicles from the Upper Great Highway from Friday at 6:00 p.m. until Monday at 4:00 a.m., and on City, State, or federal holidays, as set forth herein.

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

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

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

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

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

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

(e) **Emergency Authority.** The General Manager of the Recreation and

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

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

(g) **Severability.** If any subsection, sentence, clause, phrase, or word of this Section 6.13 or any application thereof to any person or circumstance, is held to be invalid or unconstitutional by a decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions or applications of Section 6.13. ~~The People of San Francisco hereby declare that this measure, and each portion and part, would have been adopted irrespective of whether any one or more provisions or parts are found to be invalid or unconstitutional. The People of San Francisco further declare their desire that this measure provide for the closure of the Great Highway only during weekends and holidays, provide adequate notice of closures, and exempt certain motor vehicles, are independently important of one another. The Board of Supervisors hereby declares it would have passed this Section and each and every subsection, sentence, clause, phrase, and word not declared invalid or unconstitutional without regard to whether any other portions of Section 6.13 or application thereof would be subsequently declared invalid or unconstitutional.~~

(h) **Amendment.** The Board of Supervisors may amend, by a supermajority of at least eight votes, technical, procedural and administrative provisions of the Ordinance. Amendments to the days and time during which motor vehicles are used on the Great Highway, or other fundamental purposes, shall require approval by a majority of voters.

SECTION 4. Effective Date and Operative Date.

This measure shall be effective and operative upon its approval by a simple majority of electors voting on the measure.

SECTION 5. Severability.

If any provision of this measure, or part thereof, or the applicability of any provision or part to any person or circumstances, is for any reason held to be invalid or unconstitutional, the remaining provisions and parts shall not be affected, but shall remain in full force and effect, and to this end the provisions and parts of this measure are severable. The People of San Francisco hereby declare that this measure, and each portion and part, would have been adopted irrespective of whether any one or more provisions or parts are found to be invalid or unconstitutional. The People of San Francisco further declare their desire that this measure provide for the closure of the Great Highway only during weekends and holidays, provide adequate notice of closures, and exempt certain motor vehicles, are independently important of one another.

SECTION 6. Conflicting Measures.

This measure is intended to be comprehensive. It is the intent of the People of San Francisco that, in the event this measure appears on the same ballot as one or more measures relating to the use of motor vehicles on the Great Highway, the provisions of the other measure or measures shall be deemed in conflict with this measure. In the event that this measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the provisions of the other measure or measures may be implemented only to the extent that those provisions are not in conflict with each provisions this measure. The provisions of a conflicting measure or measures shall be deemed in conflict with this measure if such conflicting measure or measures would permit the Great Highway to be closed in excess of the closures contemplated by this measure. If this measure is approved by a majority of the voters, but does not receive a greater number of affirmative votes than any other measure or measures appearing on the same ballot regarding the use of motor vehicles on the Great Highway, then this measure shall take effect to the extent not in conflict with said other measure or measures.

SECTION 7. Amendment.

The Board of Supervisors may amend, by a supermajority of at least eight votes, technical, procedural and administrative provisions of the Ordinance. Amendments to the days and time during which motor vehicles are used on the Great Highway, or other fundamental purposes, shall require approval by a majority of voters.

SECTION 8. Liberal Construction.

This measure is an exercise of the initiative power reserved to the People of San Francisco to permit motor vehicle access to the Great Highway from TIME; and shall be liberally construed to effectuate that purpose.

SECTION 9. Municipal Affair.

The People of San Francisco hereby declare that, separately and together, the use of motor vehicles on the Great Highway constitutes a municipal affair. The People of San Francisco hereby further declare their desire for

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Ballot Summary:

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Print Name _____ Sign As Registered To Vote _____	Residence Address ONLY _____ City _____ Zip Code _____
Print Name _____ Sign As Registered To Vote _____	Residence Address ONLY _____ City _____ Zip Code _____

DECLARATION OF CIRCULATOR

(To Be Completed In Circulator's Own Handwriting After Above Signatures Have Been Obtained.)

I, _____, am 18 years of age or older.
(Print full name of Circulator, including middle name or initial)

I reside at the following address: _____
(Residence address, City, State, ZIP)

I circulated this section of the petition and witnessed each of the appended signatures being written. Each signature on this petition is, to the best of my information and belief, the genuine signature of the person whose name it purports to be. All signatures on this document were obtained between the dates of _____ and _____
(Month, Day, Year) (Month, Day, Year)

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on _____ at _____, California _____
(Date of signing) (Place of signing) (Signature of Circulator, including middle name or initial)

EXHIBIT 3

Richard Corriea



SAN FRANCISCO
2026 FEB 20 AM 11:13
DEPARTMENT OF ELECTIONS

February 20, 2026

John Arntz
Director, San Francisco Department of Elections
1 Dr. Carlton B. Goodlett Pl.
City Hall, Room 48
San Francisco, CA 94102

Re: Request for Title and Summary

Dear Mr. Arntz:

I hereby give notice of my intention to circulate a petition within the City and County of San Francisco for the purpose of restoring the compromise which allowed the Great Highway to be a park on weekends and provide road access on weekdays.

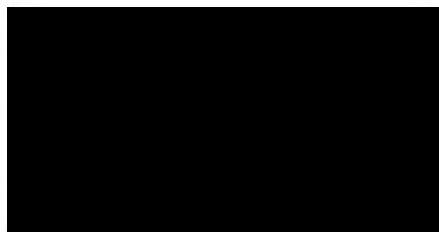
Enclosed are the Notice of Intent (and Statement of Reasons), the statement required by California Elections Code section 9608, the full text of the proposed initiative (which is entitled "The Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer Transit"), and a letter authorizing my counsel as an agent and representative of me.

Pursuant to California Elections Code sections 9202 and 9203, I request that the San Francisco City Attorney timely prepare a Title and Summary of the proposed initiative, so that I may comply with the publication requirements and begin circulating the petition.

Please send all correspondence related to this initiative to my attorney at the following office address and email address:

Nicholas L. Sanders, Esq.
The Political Law Group LLP
1215 K Street, Suite 1750
Sacramento, CA 95814
Email: nicholas@tpl.group

Thank you for your assistance with this matter.



Richard Corriea

Richard Corriea



February 20, 2026

John Arntz
Director, San Francisco Department of Elections
1 Dr. Carlton B. Goodlett Pl.
City Hall, Room 48
San Francisco, CA 94102

Re: Proponent's Signed Statement Pursuant to Elections Code Section 9608

Dear Mr. Arntz:

Pursuant to California Elections Code section 9608, I hereby submit the following signed statement regarding "The Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer Transit," of which I am the proponent, as follows:

I, Richard Corriea, acknowledge that it is a misdemeanor under state law (Section 18650 of the Elections Code) to knowingly or willfully allow the signatures on an initiative petition to be used for any purpose other than qualification of the proposed measure for the ballot. I certify that I will not knowingly or willfully allow the signatures for this initiative to be used for any purpose other than qualification of the measure for the ballot.



Richard Corriea

Dated this 20th day of FEBRUARY, 2026

RECEIVED
2026 FEB 20 11:11 AM
SAN FRANCISCO DEPARTMENT OF ELECTIONS

NOTICE OF INTENT TO CIRCULATE PETITION

Notice is hereby given by the persons whose names appear hereon of their intention to circulate the petition within the City and County of San Francisco for the purpose of restoring the compromise which allowed the Great Highway to be a park on weekends and provide road access on weekdays.

A statement of the reasons for the proposed action as contemplated in the petition is as follows:

In 2022, following the temporary closure of the Great Highway between Lincoln Way and Sloat Boulevard (hereafter, the "Upper Great Highway") due to the COVID-19 pandemic, the Board of Supervisors, on recommendation of the Recreation and Park Commission and San Francisco Municipal Transportation Agency ("SFMTA") Board of Directors, found that it would be appropriate to restrict private vehicles from the four-lane limited-access Upper Great Highway during specified times, due to the need to ensure the safety and protection of persons using those streets for recreational purposes, and because such restrictions would leave sufficient roadway capacity in the surrounding area for vehicular, pedestrian, and bicycle traffic during the periods of restriction.

In 2024, the voters adopted Proposition K, which imposed restrictions on private vehicles on the Upper Great Highway at all times. However, the permanent, full-time closure mandated by Proposition K has resulted in significant impacts on surrounding residential neighborhoods, as neighbors, parents, and working people who require vehicle access for employment, school, medical appointments, and other essential trips now must use residential streets in the Outer Sunset and Outer Richmond districts, or drive through Golden Gate Park, rather than using the Upper Great Highway. The permanent closure has also eliminated a coastal evacuation route that may be needed in the event of earthquake, wildfire, or other emergency.

The People of the City and County of San Francisco hereby find that a balanced approach is necessary to better serve public interest: restricting private vehicles from the Upper Great Highway on weekends and holidays, when recreational demand is highest and approximately 10,000 visitors per weekend enjoy the coastal promenade, while permitting vehicle traffic on weekdays, when transportation needs are greatest, recreational use is minimal, and the diversion of traffic onto residential streets and through Golden Gate Park creates unacceptable burdens on surrounding neighborhoods.

The People further find that the Upper Great Highway roadway must be maintained for use by emergency vehicles, public transit, and other authorized vehicles regardless of whether it is open to private vehicles, and that this dual-use approach—recreational use on weekends and holidays, vehicle access on weekdays—represents an efficient use of public infrastructure that serves the diverse needs of San Francisco residents.

Consistent with the foregoing, the People hereby find that it is appropriate to restrict private vehicles from the Upper Great Highway during weekends and holidays only, as set forth herein, thereby preserving valued recreational access while restoring essential weekday transportation capacity. These restrictions will continue to leave sufficient roadway capacity in the surrounding area for vehicular, pedestrian, and bicycle traffic during the periods when the Upper Great Highway is closed to private vehicles, and to ensure sufficient roadway capacity on residential streets and Golden Gate Park during weekdays.



RECEIVED
MAY 14 2024
CITY AND COUNTY OF SAN FRANCISCO

Richard Corriea



February 20, 2026

John Arntz
Director, San Francisco Department of Elections
1 Dr. Carlton B. Goodlett Pl.
City Hall, Room 48
San Francisco, CA 94102

RECEIVED
SAN FRANCISCO DEPARTMENT OF ELECTIONS
FEB 20 AM 11:16
511

Re: Authorization re: Filing, and Otherwise Serving as my Attorney, Agent, and Authorized Representative in Connection with The Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer Transit

Dear Mr. Arntz:

In my capacity as the proponent of The Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer Transit (the "Initiative") in San Francisco, California, this letter appoints attorney Nicholas Sanders, to serve as my agent and authorized representative for any and all purposes in connection with the Initiative.

For example, I authorize my agent to, in connection with the Initiative:

1. File the Initiative with your office on my behalf, as permitted by California Elections Code section 9210;
2. Interact with your office, the San Francisco City Attorney's office, the San Francisco Board of Supervisors, the San Francisco Department of Elections office, and/or any other governmental and/or private party;
3. Receive and provide information on my behalf regarding the number of signatures on the Initiative petition, the number of petition sections being filed with your office, and/or similar types of information about the Initiative;
4. Receive and provide information on my behalf regarding any report permitted by California Elections Code section 9212;
5. Withdraw the Initiative from the ballot as permitted by California Elections Code 9212.5;
6. Determine which signatures on the Initiative petition were disqualified and the reasons for such disqualification, as permitted by California Government Code section 6253.5; and
7. Interact with your office and/or any other governmental and/or private party on our behalf.



Richard Corriea

BE IT ORDAINED by the People of the City and County of San Francisco as follows:

SECTION 1. Title.

This measure shall be known and may be cited as **“The Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer Transit.”**

SECTION 2. Findings.

(a) In April 2020, acting in response to the COVID-19 pandemic, the City temporarily closed the Upper Great Highway between Lincoln Way and Sloat Boulevard ("Upper Great Highway") to private vehicle traffic to provide temporary open space for recreation during shelter-in-place orders. As pandemic restrictions eased and San Francisco residents resumed in-person work, school, and other activities in 2021, the City recognized that a balance was necessary between recreational and transportation uses of the Upper Great Highway.

(b) In August 2021, the City modified the closure to establish a compromise: the Upper Great Highway would be closed to private vehicles only from Friday at noon through Monday at 6:00 a.m., and on holidays, allowing the roadway to serve as a recreational space on weekends when demand for such use is highest, while remaining available for vehicle traffic on weekdays when working families, commuters, and others rely on it to reach employment, schools, medical facilities, and other destinations.

(c) In 2022, the Board of Supervisors adopted Ordinance No. 258-22, which extended this weekend and holiday closure arrangement on a pilot basis through December 31, 2025. This pilot program demonstrated that the compromise worked: weekend recreational use of the Upper Great Highway flourished, with approximately 10,000 visits per weekend, while weekday vehicle access served approximately 14,000 to 20,000 vehicles per day, providing a vital north-south route along San Francisco's western neighborhoods.

(d) In 2024, despite the success of this compromise arrangement and without adequate community engagement with District 4 residents most directly affected by the closure, Supervisor Joel Engardio sponsored Proposition K, a ballot measure that would permanently close the Upper Great Highway to private vehicles seven days per week. Proposition K was placed on the citywide ballot on the final day permitted by law for such placement.

(e) San Francisco voters citywide narrowly approved Proposition K in November 2024. However, voters in Supervisorial District 4—the district that includes the Upper Great Highway and the residential neighborhoods most directly impacted by its closure—rejected Proposition K by a decisive margin, with approximately 64% voting against the permanent closure.

(f) Following the passage of Proposition K, residents of District 4 organized a recall campaign against Supervisor Engardio, citing his failure to adequately consult with constituents before sponsoring the permanent closure measure. On May 29, 2025, the Department of Elections certified that the recall petition contained 10,523 valid signatures, exceeding the 9,911 signatures required to qualify the recall for the ballot. In the September 16, 2025 special recall election, District 4 voters removed Supervisor Engardio from office by an overwhelming 62.72%, demonstrating the depth of concern about the permanent closure of the Upper Great Highway.

(g) Since the implementation of Proposition K's permanent closure, the elimination of weekday vehicle access to the Upper Great Highway has resulted in the diversion of thousands of vehicles daily onto residential streets in surrounding neighborhoods, including streets in the Outer Sunset and Outer Richmond districts. Neighbors, parents, and working people who previously used the

Upper Great Highway for weekday travel now must drive through residential neighborhoods or through Golden Gate Park on Crossover Drive and other park roads, increasing traffic congestion, noise, and safety concerns on streets where children play and families live.

(h) The permanent closure has also eliminated a critical coastal evacuation route that could be essential in the event of an earthquake, wildfire, or other emergency requiring rapid evacuation of San Francisco's western neighborhoods. Emergency response times for police, fire, and medical services to areas west of the Upper Great Highway have been negatively impacted by the need to use alternate routes that are more congested and circuitous.

(i) The City must maintain the Upper Great Highway roadway surface regardless of whether it is open to private vehicles, because emergency vehicles, public transit, Recreation and Park Department vehicles, and other authorized vehicles require access to the corridor. Given this maintenance requirement, the roadway surface remains suitable for dual use: recreational use on weekends and holidays when families and visitors can most readily enjoy coastal access, and vehicle traffic on weekdays when transportation needs are greatest and recreational demand is lower.

(j) Proposition K did not provide funding for the conversion of the Upper Great Highway into a formal park with amenities such as seating, landscaping, or facilities. The closure has resulted in an underutilized paved roadway on weekdays, when recreational use is minimal, while simultaneously forcing weekday vehicle traffic onto less suitable routes through residential neighborhoods and Golden Gate Park.

(k) The voters now seek to restore the balanced approach that was working effectively before Proposition K: preserving the weekend and holiday closure that allows San Franciscans to enjoy the Upper Great Highway as a coastal recreational promenade when demand for such use is highest, while reopening the roadway to vehicle traffic on weekdays when working families need access to employment, schools, and services, and when the diversion of traffic onto residential streets and through Golden Gate Park creates the greatest burden on surrounding neighborhoods.

(l) This measure represents a fair and sensible compromise that serves the needs of all San Franciscans: it maintains the recreational benefits that thousands of weekend visitors enjoy, while restoring essential weekday transportation access for working families and reducing the traffic impacts on residential neighborhoods. By providing clarity and finality on this issue, this measure will allow San Francisco to move forward with a stable, long-term arrangement that balances recreation and transportation needs on the Upper Great Highway.

(m) The voters recognize that implementation of this measure may require approvals under the California Coastal Act of 1976 (Public Resources Code Sections 30000-30900), which governs land use in California's coastal zone. The voters direct the City to seek all necessary permits and approvals expeditiously, and affirm that the weekend and holiday recreational use preserved by this measure is consistent with the Coastal Act's mandate to maximize public access and recreational opportunities in the coastal zone.

SECTION 3. The Great Highway for Everyone Act, Restoring Balanced Access to Parks and Safer Transit.

Article 6 of the Park Code is hereby amended by revising Section 6.13 to read as follows:

(a) **Findings and Purpose.** In 2022, following the temporary closure of the Great Highway between Lincoln Way and Sloat Boulevard (hereafter, the "Upper Great Highway") due to the COVID-19 pandemic, the Board of Supervisors, on recommendation of the Recreation and Park Commission and San Francisco Municipal Transportation Agency ("SFMTA") Board of Directors, found that it would be appropriate to restrict private vehicles from the four-lane limited-access Upper Great

Highway during specified times, due to the need to ensure the safety and protection of persons using those streets for recreational purposes, and because such restrictions would leave sufficient roadway capacity in the surrounding area for vehicular, pedestrian, and bicycle traffic during the periods of restriction.

In 2024, the voters adopted Proposition K, which imposed restrictions on private vehicles on the Upper Great Highway at all times. However, the permanent, full-time closure mandated by Proposition K has resulted in significant impacts on surrounding residential neighborhoods, as neighbors, parents, and working people who require vehicle access for employment, school, medical appointments, and other essential trips now must use residential streets in the Outer Sunset and Outer Richmond districts, or drive through Golden Gate Park, rather than using the Upper Great Highway. The permanent closure has also eliminated a coastal evacuation route that may be needed in the event of earthquake, wildfire, or other emergency.

The People of the City and County of San Francisco hereby find that a balanced approach better serves the public interest: restricting private vehicles from the Upper Great Highway on weekends and holidays, when recreational demand is highest and approximately 10,000 visitors per weekend enjoy the coastal promenade, while permitting vehicle traffic on weekdays, when transportation needs are greatest, recreational use is minimal, and the diversion of traffic onto residential streets and through Golden Gate Park creates unacceptable burdens on surrounding neighborhoods. The People further find that the Upper Great Highway roadway must be maintained for use by emergency vehicles, public transit, and other authorized vehicles regardless of whether it is open to private vehicles, and that this dual-use approach—recreational use on weekends and holidays, vehicle access on weekdays—represents an efficient use of public infrastructure that serves the diverse needs of San Francisco residents.

Consistent with the foregoing, the People hereby find that it is appropriate to restrict private vehicles from the Upper Great Highway during weekends and holidays only, as set forth herein, thereby preserving valued recreational access while restoring essential weekday transportation capacity. These restrictions will continue to leave sufficient roadway capacity in the surrounding area for vehicular, pedestrian, and bicycle traffic during the periods when the Upper Great Highway is closed to private vehicles, while reducing the burden on residential streets and Golden Gate Park during weekdays. In 2022, following the temporary closure of the Great Highway between Lincoln Way and Stoa Boulevard (hereafter, the “Upper Great Highway”) due to the COVID-19 pandemic, and on recommendation of the Recreation and Park Commission and San Francisco Municipal Transportation Agency (“SFMTA”) Board of Directors, the Board of Supervisors found that it would be appropriate to restrict private vehicles from the four-lane limited-access Upper Great Highway at certain times, due to the need to ensure the safety and protection of persons who are to use those streets; and because the restrictions would leave a sufficient portion of the streets in the surrounding area for other public uses including vehicular, pedestrian, and bicycle traffic.

Consistent with the foregoing, the People of the City and County of San Francisco hereby affirm and readopt these findings that the Upper Great Highway is not needed for vehicular traffic, and further find that, for the same reasons, it would be appropriate to restrict private vehicles from the four-lane limited-access Upper Great Highway at all times, as described herein. The additional restrictions would still leave a sufficient portion of the streets in the surrounding area for other public uses including vehicular, pedestrian, and bicycle traffic.

(b) Restrictions on Private Vehicles. The Recreation and Park Department shall restrict private vehicles from the Upper Great Highway from Friday at 6:00 p.m. until Monday at 4:00 a.m., and on City, State, or federal holidays, as set forth herein.

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

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

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

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

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

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

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

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

(g) **Severability.** If any subsection, sentence, clause, phrase, or word of this Section 6.13 or any application thereof to any person or circumstance, is held to be invalid or unconstitutional by a decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions or applications of Section 6.13. The People of San Francisco hereby declare that this measure, and each portion and part, would have been adopted irrespective of whether any one or more provisions or parts are found to be invalid or unconstitutional. The People of San Francisco further declare their desire that this measure provide for the closure of the Great Highway only during weekends and holidays, provide adequate notice of closures, and exempt certain motor vehicles, are independently important of one another. The Board of Supervisors hereby declares it would have passed this Section and each and every subsection, sentence, clause, phrase, and word not declared invalid or unconstitutional without regard to whether any other portions of Section 6.13 or application thereof would be subsequently declared invalid or unconstitutional.

(h) **Amendment.** The Board of Supervisors may amend, by a supermajority of at least eight votes, technical, procedural and administrative provisions of the Ordinance. Amendments to the days and time during which motor vehicles are used on the Great Highway, or other fundamental purposes, shall require approval by a majority of voters.

SECTION 4. Effective Date and Operative Date.

This measure shall be effective and operative upon its approval by a simple majority of electors voting on the measure.

SECTION 5. Severability.

If any provision of this measure, or part thereof, or the applicability of any provision or part to any person or circumstances, is for any reason held to be invalid or unconstitutional, the remaining provisions and parts shall not be affected, but shall remain in full force and effect, and to this end the provisions and parts of this measure are severable. The People of San Francisco hereby declare that this measure, and each portion and part, would have been adopted irrespective of whether any one or more provisions or parts are found to be invalid or unconstitutional. The People of San Francisco further declare their desire that this measure provide for the closure of the Great Highway only during weekends and holidays, provide adequate notice of closures, and exempt certain motor vehicles, are independently important of one another.

SECTION 6. Conflicting Measures.

This measure is intended to be comprehensive. It is the intent of the People of San Francisco that, in the event this measure appears on the same ballot as one or more measures relating to the use of motor vehicles on the Great Highway, the provisions of the other measure or measures shall be deemed in conflict with this measure. In the event that this measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the provisions of the other measure or measures may be implemented only to the extent that those provisions are not in conflict with each provisions this measure. The provisions of a conflicting measure or measures shall be deemed in conflict with this measure if such conflicting measure or measures would permit the Great Highway to be closed in excess of the closures contemplated by this measure. If this measure is approved by a majority of the voters, but does not receive a greater number of affirmative votes than any other measure or measures appearing on the same ballot regarding the use of motor vehicles on the Great Highway, then this measure shall take effect to the extent not in conflict with said other measure or measures.

SECTION 7. Amendment.

The Board of Supervisors may amend, by a supermajority of at least eight votes, technical, procedural and administrative provisions of the Ordinance. Amendments to the days and time during which motor vehicles are used on the Great Highway, or other fundamental purposes, shall require approval by a majority of voters.

SECTION 8. Liberal Construction.

This measure is an exercise of the initiative power reserved to the People of San Francisco to permit motor vehicle access to the Great Highway from TIME to TIME; and shall be liberally construed to effectuate that purpose.

SECTION 9. Municipal Affair.

The People of San Francisco hereby declare that, separately and together, the use of motor vehicles on the Great Highway constitutes a municipal affair. The People of San Francisco hereby further declare their desire for this measure to coexist with any similar measures adopted at the city, county or state levels.

SECTION 10. Legal Defense.

The People of the San Francisco desire that this measure, if approved by a simple majority of voters, and thereafter challenged in court, be defended by the City and County of San Francisco. The People of San Francisco, by approving this measure, hereby declare that the proponent(s) of this Act have a direct and personal stake in defending this measure from constitutional or statutory challenges to the measure's validity or implementation. In the event that the City and County of San Francisco fails to defend this measure, or that the City and County of San Francisco fails to appeal an adverse judgment against the constitutionality, statutory permissibility or implementation of this measure, in whole or in part, in any court of law, the measure's proponent(s) shall be entitled to assert his, her or their direct personal stake by defending the measure's validity and implementation in any court of law and shall be empowered by the People of San Francisco through this measure to act as agents of the People of San Francisco, and the City and County shall indemnify the proponent(s) for reasonable fees, expenses and other losses incurred by the proponent(s), as agent(s) of the City and County of San Francisco, in defending the validity and/or implementation of the measure. The rate of indemnification shall be no more than the amount it would cost San Francisco to perform the defense itself.

EXHIBIT 4

San Francisco Ethics Commission
 25 Van Ness, Suite 220
 San Francisco, CA 94102
 Phone: (415) 252-3100
 Fax: (415) 252-3112
 Email: ethics.commission@sfgov.org
 Web: www.sfethics.org



For SFEC use

03-24-2026 | 13:17:41 PDT

FORM SFEC-113:
IMPORTANT NOTICE FOR INITIATIVE, RECALL AND REFERENDUM PETITIONS
 (S.F. Ethics Commission Regulation 1.113-4)

1. Instructions:

The proponent of any petition that is circulated to qualify a measure for the ballot must inform the Ethics Commission that the proponent has begun to circulate the petition. The notification must occur within one business day of the first date that the petition is circulated. By completing this form, an e-mail notification will be sent to the Ethics Commission.

2. Required Information:

Filing Type	Original
Name of Proponent(s) (If the proponent is a committee, state the name here as it appears on most recent FPPC Form 410.)	Great Highway for Everyone
Proponent Email Address	filings@seowenscompany.com
Proponent Telephone Number	5104234300
Proponent's Committee ID No (if any):	1487005
Title of petition that is being circulated:	ALLOWING PRIVATE VEHICLES ON THE GREAT HIGHWAY IN
First date petition was circulated:	03/24/2026
Date of election for which petition is being circulated:	11/03/2026
Name and Title of person completing this form:	Stacy Owens Assistant Treasurer

3. Disclosure Requirements during Circulation of Petition:

Any committee that is raising or spending funds to support or oppose a measure during the circulation of the measure must file supplemental campaign statements with the Ethics Commission, as described below.

- A committee primarily formed to support or oppose the qualification of a measure on the ballot or a recipient committee that is the proponent of such a measure must use the FPPC Form 460.
- A general purpose committee that also qualifies as a recipient committee must use the FPPC Form 460.
- An independent expenditure committee that does not qualify as a recipient committee must use the FPPC Form 461.

Filing deadline	Reporting Period
the 5 th day of every month	covering through the last day of the previous month
the 20 th day of every month	covering through the 15 th day of the month
the 5 th day of the month following the end of the circulation period to disclose contributions or expenditures made during the signature gathering period	covering through the last day of the previous month

If you have questions, contact the Ethics Commission.

EXHIBIT 5

Sunset Dunes Background & Timeline

 sfrecpark.org/1651/Sunset-Dunes-Background-Timeline



History of the Coast

Long before the arrival of European settlers, the Yelamu people, a local tribe of Ramaytush Ohlone, were the stewards of the land. With arrival of Spanish missionaries in 1769, the Yelamu people were displaced and colonized. Prior to the development of San Francisco, the western areas were largely sand dunes, vegetated by native dune grasses, and rocky outcroppings. As the city grew westward, the sand dunes have been replaced with housing and infrastructure, and native habitat has largely disappeared. The sand dunes along Ocean Beach and at Sunset Dunes are some of the last native dune habitat remaining in San Francisco.

Covid-19 and the Great Highway Pilot Closure

In April 2020, the stretch of Great Highway from Lincoln to Sloat was closed to vehicles to provide recreational opportunities and social distancing space during the COVID-19 pandemic. In August 2021, the Great Highway reopened to vehicular traffic on weekdays while retaining the weekend park usage. In December 2022, the Board of Supervisors passed legislation establishing the Great Highway Pilot, a hybrid usage plan that closed the road to vehicles on holidays and weekends and, during which, traffic and visitor data was collected on the Great Highway's use as both a roadway and park. In November 2024, San Francisco voters approved the passage of Proposition K, which transforms the Upper Great Highway to a permanent 24/7 recreational public park for walking, biking, rolling and more.

Prop K. and the Opening of Sunset Dunes

Following the passage of Prop K in November 2024, SF Rec and Park began the transformation of the former highway into a full-time park.

Between Fall 2024 and February 2025, our partners City Agencies completed several infrastructure projects necessary to begin this project:

- Lincoln and Sloat Quick-Build Connections Project | SFMTA
- Preparing for Great Highway Changes: New Traffic Signals and Safety Improvements in Place | SFMTA
- Sunset Boulevard Pavement Renovation | Public Works
- Ocean_Beach_Sand_Backpass_2025.pdf

In March 2025, the Upper Great Highway was permanently closed to private vehicular traffic. SF Rec and Park worked quickly to install new park amenities such as water fountains and wildlife friendly trashcans, vista points, gathering spaces, public art, new signage, fitness equipment, a bike pump track and more. These interim projects support the recreational use of the new park to ensure that Sunset Dunes can be enjoyed by everyone.

At the same time, SF Rec and Park undertook a community process to select the new name for the park, which included 2 surveys and a community meeting, to gather community feedback and review naming ideas and criteria.

On Wednesday April 9, the San Francisco Recreation and Park Commission approved the name Sunset Dunes. On April 12, 2025 the park officially opened with a ribbon cutting and community celebration.

EXHIBIT 6

San Francisco's surprisingly difficult quest to turn a century-old highway into a park

 grist.org/transportation/san-francisco-proposition-k-great-highway-closed-cars-election

Matt Simon

October 31, 2024

On a chilly weekend in mid-September, the wind-blasted dunes of San Francisco's Ocean Beach loomed over the Great Highway — two lanes that run along the Pacific coast in either direction separated by a median of sand and ice plant succulents. In a section of the southbound lanes, the Autumn Moon Festival reverberated with a DJ's tunes. Birds squawked in formation overhead, and squealing children tumbled down the dunes and scribbled the road with chalk. From the top of the sandy bumps, between clumps of beachgrass, you could see massive container ships sailing out of the Golden Gate and into that famous fog.

The evening represented a compromise. In the depths of the COVID-19 pandemic, the city of San Francisco closed the Great Highway and turned it into a promenade, much as other cities blocked off roads to let people roam freely and resist the urge to gather indoors. When lockdowns eased and life returned to a new kind of normal in 2021, the city reduced the closure of the highway to holidays and weekends, beginning every Friday at noon and ending on Mondays at 6 a.m. Drivers got to keep a traffic artery in western San Francisco, and pedestrians, rollerbladers, and cyclists got their weekend fun.



San Francisco's Great Highway closes to vehicles on weekends, opening up coastal space for pedestrians and cyclists.

Gabrielle Lurie / San Francisco Chronicle via Getty Images

Just off the highway, Joel Engardio stood atop a small bump of a sand dune, dressed in a black jacket and blue jeans, and watched his constituents gather around a traditional Chinese lion dance. The Autumn Moon Festival was just a sampling of what Engardio, a member of the San Francisco Board of Supervisors, wants to see. When San Franciscans go to the polls on November 5, they'll vote on Engardio's Proposition K, a bid to permanently close a 2-mile stretch of the Great Highway to create 2,000 acres of continuous recreation space.

"It's become the third-most-visited park in all of San Francisco, and we haven't put a dime into it," said Engardio, whose district extends inland for two dozen blocks from the Great Highway. "There's not one amenity. It's literally just closing the gate and just having a closed road pavement on the weekends."

If anyone can turn a highway into very much not a highway, it's San Francisco, but even in such a deep-blue city, Prop K has been a tough sell. Opponents have waged a campaign to sink the measure, arguing that it would increase commute times and reduce business on side streets. Proponents think that it would lead to more foot and bike traffic and also draw in more tourists, giving a boost to local businesses. And they say that making the Great Highway a

park would better absorb the rising sea — some estimates have levels around San Francisco Bay climbing more than 6 feet by the end of the century — and slash the vehicle emissions that contributed to climate change in the first place.

“It’s on the ballot because change is hard, and people resist change,” Engardio said. “The most open, transparent, democratic way to resolve this conflict is to go to the ballot and let everyone have a say. The coast belongs to everyone, belongs to all San Franciscans — does not belong to one car, driver, or one cyclist, or even one neighborhood.”

What might seem like a squabble between San Franciscans is in fact emblematic of the battle for the future of coastal cities around the United States. Should engineers deploy more natural infrastructure like sand dunes to work with the ocean instead of investing in seawalls that fight against it? Should urban planners keep designing for the automobile, as American cities have done for nearly a century, or encourage urbanites to walk or bike? How do we reconcile what nature wants versus what people want?

San Francisco is about to find out — and maybe create a roadmap for other cities to follow.



A view of the seawall at the northern end of the Great Highway.
Michael Short / San Francisco Chronicle via Getty Image

Two days after the festival, Heidi Moseson walked a pedestrian path above the Great Highway's northbound lanes. Moseson is vice president of the community nonprofit Friends of Great Highway Park, which is promoting Prop K. Wearing a lightweight sweater and wool cap, she has that singular vibe of an Ocean Beacher — not a full-tilt California surfer stereotype, but distinct from the fuddy-duddies that populate tony Nob Hill and Pacific Heights in San Francisco's core.

It was a late Monday afternoon, so cars and motorcycles rolled by in waves, punctuated by the nine stoplights and crosswalks that allow pedestrians to cross to the beach. During lockdown, when vehicles evaporated from the Great Highway, Moseson's family replaced one of their cars with an e-bike. "This sort of cliched story," Moseson said. "It was this real, lived example: Sometimes when you make space for pedestrians and cyclists, some people change the way they get around."

When the lockdown was lifted, the Great Highway closure shifted to weekends and holidays only, with the eventual plan to reopen the road full-time on December 31, 2025. But then Moseson and other community leaders got to thinking: Why not make the closure permanent? San Francisco holds city elections in even years, so this November is the last election to get the issue on the ballot before the Great Highway reverts to how it was used before. "Let's put it to the voters," Moseson said. "If we win, it sends a hopefully strong signal, and we can stop talking about this and rehashing this."

Prop K does not say anything about what a Great Highway park might look like. It could end up gaining playgrounds, art installations, or an amphitheater. The measure just says that the road must close to cars and trucks and motorcycles, excepting emergency and other government vehicles. And it wouldn't shut down the whole 3.5 miles of the Great Highway, only a 2-mile, no-exit stretch.

People gather along the Great Highway. *Courtesy of Yes on K. Courtesy of Yes on K*

Still, opponents think closing that 2-mile section would create too much of a burden for motorists coming from the Richmond District north of the proposed park. "The current bill moves from a compromise that enjoys a consensus, to something that is very extreme, just closing it to cars," said Matt Boschetto, who is a candidate for supervisor for the district east of Engardio's, and also behind the committee Great Highway for All — No on K. "It doesn't have any plans for the park. I think that's on purpose, because I really don't think they plan on building a park. I think it's really just to close this off to cars and use it as an open space."

It was hard to get other opponents to make their case. Richie Greenberg, who authored the opposition argument against Prop K on the ballot, referred Grist to Boschetto for comment. Another group opposing the measure, Open the Great Highway, did not provide comment for

this story after repeated requests. The office of Connie Chan, the incumbent supervisor for the Richmond District who does not support fully closing the highway to vehicles, also didn't respond to numerous requests for comment.

While San Francisco teems with tourists at the Golden Gate Bridge, in Union Square, and at Golden Gate Park, the idea with Prop K is to lure more of them out to Ocean Beach. That could, in turn, stimulate business for the restaurants, cafes, and boutiques along the highway's side streets.

To Boschetto, however, locals would pay the price for a closure of the Great Highway, as it would be more difficult for the residents of the Richmond and the Sunset districts to move between the two neighborhoods. "This is going to be destructive to the businesses on either end," he said. (Albert Chow, who opposes the measure as president of the merchant group People of Parkside Sunset, did not return multiple requests to talk about business owners' concerns.)

Jeremiah Bohner, an Army veteran who's running against Chan to represent the Richmond on the board of supervisors, says that Prop K would also make it harder for people trying to get to and from the San Francisco VA Medical Center near the northwest coast of the city. "You can already see that closing the Great Highway early on Fridays has had a great negative impact on traffic," Bohner said. "I've spoken to people who work at the VA and veterans, and it has dramatically increased their drive times."



Protesters rally to reopen the Great Highway to vehicles again in 2021.
Janie Har / AP Photo

Proponents, though, point to a multitude of potential benefits. For the homeowners living along the Great Highway, a park could raise the value of their property, said Mark Jacobsen, an economist who studies transportation at the University of California, San Diego. And then there are the physical and mental health benefits — and consequent savings on health care — that are harder to quantify: fewer people sitting in cars, more people getting around by moving their bodies. Replacing a car ride with a bike ride reduces not only planet-warming greenhouse gases, but also noise pollution and the particulate matter that can make city air noxious. “In general, parks and open spaces seem to have more benefits than costs,” Jacobsen said.

Hints to what could be the Great Highway’s future are just up the road on JFK Drive. It weaves through the entirety of Golden Gate Park — itself over 1,000 acres of meadows, museums, sports fields, lakes, and even a bison paddock — terminating at the Great Highway. During the pandemic, the city closed the eastern portion of JFK to private vehicles seven days a week to let San Franciscans stretch their legs. In the 2022 election, 65 percent of voters rejected a proposition that would have reopened this JFK Promenade to vehicles and required that the Great Highway be open to cars at all times. “It failed citywide in a landslide,” Engardio said.

Now, on any given weekend, you can bike west from Haight-Ashbury at the eastern edge of Golden Gate Park through a mile-and-a-half JFK promenade —full of art installations, a beer and wine garden, and pianos for people to diddle on. Cutting over to another car-free street, then another with protected bike lanes, you can roll clear to Ocean Beach and down the Great Highway, rarely sharing space with a vehicle for more than 5 miles. If Prop K is approved, that room to roam would be a permanent feature of San Francisco: A Great Highway park would connect Golden Gate Park and Lake Merced to the south, creating 2,000 acres of contiguous public space.

All that greenery might create more than just a giant playground for San Francisco, according to researchers. Connecting the JFK Promenade and the Great Highway could relieve traffic congestion by encouraging people to bike that miles-long route to get to work instead of driving downtown, said Jason Mark Henderson, who studies urban cycling at San Francisco State University. Research has shown that the more you improve infrastructure for people to commute by bike, the more they'll choose to bike, slashing their carbon footprint. It turns into a sort of self-reinforcing cycle.

In New York City and Washington, D.C., for instance, bicycle commuting doubled between 2009 and 2014 thanks to better infrastructure and bike-share programs. Between 2020 and 2023, spending on bikes and accessories in the United States skyrocketed 620 percent. The proliferation of e-bikes — a market expected to grow 15.6 percent each year through 2030 — has drawn in people hesitant to cycle long distances or up big hills, or perhaps unable to use a traditional bike because of a disability.

“The more people experience something like that,” Henderson said, “the more they’re going to want it in other parts of their community and other parts of their city.”

On April 18, 1906, a 7.9 magnitude earthquake shook and then burned San Francisco to the ground, destroying nearly 30,000 buildings. The densely populated eastern part of the city was virtually obliterated, forcing refugees west toward the Pacific coastline. Eventually, the horse-drawn buggy yielded to the automobile, and to help drivers navigate Ocean Beach — a coastal getaway – the city built the Great Highway in 1929.

In the ensuing decades, San Francisco, like so many other major American cities, was sliced up by freeways. The largest effort, the Federal-Aid Highway Act, passed in 1956, aimed to replace unsafe roads and speed up travel between major cities by building some 41,000 miles of interstate highways, which worked well enough. But it also loaded urban neighborhoods with pollution, and sometimes cut them off from the rest of the city. It was often the underserved neighborhoods that suffered the most.

“We transformed American cities in the 1950s and early ‘60s by building interstates right

through the heart of downtown areas,” said Megan Kimble, author of the book *City Limits: Infrastructure, Inequality, and the Future of America’s Highways*. “So we can just as easily remove them.”



Construction crews tear down the Embarcadero Freeway, with the Ferry Building towering in the background.

Lloyd Cluff / Getty Images

It’s easy to think that cities aren’t malleable, that they’re literally set in stone. Yet decades ago, San Francisco went even further than cordoning off a road to cars: The Embarcadero Freeway went up in the 1950s, connecting the Bay Bridge on the city’s eastern shore to the Golden Gate Bridge on its northern one. Never a popular stretch of roadway, and always an eyesore that towered above the city streets, officials proposed tearing it down in the mid-1980s, but voters rejected that for fear of increasing traffic.

Then, nature intervened. In 1989, the Loma Prieta earthquake struck the Bay Area. Across the bay in Oakland, part of a freeway collapsed, killing 42. The Embarcadero Freeway survived, but with serious damage, so it was shut down and, in 1991, torn down.

In the Embarcadero Freeway’s place grew a bustling boulevard that was still open to cars, but more friendly to pedestrians and bicyclists. Transit ridership rose 15 percent, Kimble notes in

her book. Today, the Embarcadero is one of the city's sightseeing jewels, where the Ferry Building and Fisherman's Wharf attract throngs of tourists.

Many other American cities have knocked down the freeways that divided neighborhoods. Rochester, New York, removed a highway in 2014 and swapped in apartments, trees, and bike lanes. Portland, Oregon, turned one into a riverfront park in the 1970s.

If you close a road off to cars, it becomes a place for people — potentially lots of people. Milwaukee's Park East Freeway, removed in 2002, is now home to commercial and residential buildings, as well as a stadium for the city's professional basketball team, the Milwaukee Bucks.

But it often takes a fight to get it done. As New York City's transportation commissioner from 2007 to 2013, Janette Sadik-Khan embarked on a quest to make the metropolis safer for bicyclists and pedestrians. In 2009, the city closed off part of Times Square to cars, eventually making the closure permanent. The move was controversial at the time, with taxi cab companies and some businesses complaining that it would drive people away and make traffic worse. In the ensuing years, however, pedestrian injuries fell by 40 percent and vehicular accidents by 15 percent. On its busiest days, Times Square now teems with 400,000 pedestrians.

According to experts, the data is clear: Removing lanes makes roads safer for pedestrians and cyclists, and traffic actually decreases. "What you see in city after city across the country is that when you remove a major roadway, travel patterns measurably change," Kimble said. "Research shows that car trips decrease when you remove road capacity. Travel is a good — it responds to the law of supply and demand."



Watch on YouTube

Still, even in progressive American cities, and even with the pandemic creating exclusive spaces for cyclists and pedestrians, the car remains a fundamental feature of urban life. In June, New York Governor Kathy Hochul, a Democrat, killed a long-in-the-works congestion pricing system, which would have charged drivers a toll to enter Lower Manhattan. Democrats and Republicans can't agree on much, but in a country where more than 90 percent of households have at least one vehicle, they sure do agree that cars are a priority.

"It's so ingrained into the idea of American prosperity that every American should have a car and be able to drive wherever they want, whenever they want," Kimble said. "Even when so many other countries, so many other cities, show that transit can create lots of economic prosperity. And in fact, it's much better for low-income households." For every dollar invested in public transport, a government gets \$5 in economic returns and creates 50,000 jobs.

Conversely, cars are expensive, both for people and for cities. State and local governments spend more than \$200 billion each year on the construction, operation, and maintenance of highways and roads. Kimble notes that the average family in car-centric Houston, Texas, spends nearly a fifth of their \$60,000 household income on transportation.

Just as cars are expensive for families, freeways are expensive for cities, particularly those along a rapidly eroding coastline. It's becoming increasingly clear that to properly protect coastal cities, seawalls alone won't cut it. For one, a rising ocean has a tendency to eat away at the sand underneath a wall, destabilizing it. In Miami, for instance, engineers are building artificial mangrove forests that mimic how a coastline naturally absorbs storm surges.

Before pavement crept across its landscape, San Francisco was sand — and more sand, and some more sand — stretching clear across the peninsula. Water pooled into “dune slacks,” which attracted coyotes, birds, and rabbits. Shrubs and grasses grew, providing habitats for smaller critters like insects. The sands constantly shifted, “mobile dunes” that were hard to build houses on in the early days of San Francisco.



The city fights a constant battle with sand, which regularly spills onto the Great Highway and forces it to shut down.

Loren Elliott / Getty Images

Out at Ocean Beach, sand blew constantly inland, forming around coastal plants to create vegetated mounds. Mobile dunes here would transmogrify, trapping wind-blown sand in the vegetation, then erode away, then grow once more. More than any other material or natural process, sand made San Francisco. “It was a lot more dynamic type of ecosystem than what we have out at Ocean Beach today,” said Ellen Plane, a senior scientist at the San Francisco

Estuary Institute, which published a report last year recommending management options for the area's dunes that could work with or without the passage of Prop K.

That's because today, Ocean Beach is imprisoned by the built environment. The Great Highway — buttressed by seawalls — has kept the dunes in check. That paved road is like armor, Plane said: “a lot more rigid infrastructure to hold the shoreline in place, which prevented all of that migration of the dunes.”

As it is, the Great Highway butts up so tightly against the dunes that sand spills onto the road, so tractors have to periodically scrape piled-up sand from the pavement. Sand buildup gets so bad that since 2020, the city has had to close the Great Highway up to 65 times a year, sometimes for multiple days in a row.

That costs the city a lot of money. A report released in August by the San Francisco's Controller's Office (the city's chief financial officer and auditor) estimated that if Prop K were approved, it would save the government about \$1.5 million in one-time capital project costs, and an additional \$350,000 to \$700,000 each year in maintenance and operational costs, including sand removal and roadway maintenance. The highway's traffic signals would no longer need replacing, saving the city another \$4.3 million.



San Francisco Public Works personnel doing a sand-relocation project in 2023.

Loren Elliott / Getty Images

A permanently closed Great Highway would incur its own costs, according to the Controller's report. That would include increased trash pickup and ranger patrols, as well as new traffic signals and retrofits to other streets to accommodate diverted traffic. A park would also need workers to clear the sand off paths, Moseson said, but nowhere near the frequency that a road requires to ensure safety.

But it's unclear exactly what new infrastructure the city would need to manage, because the ballot measure doesn't lay out a master plan for the park, a fact that concerns Prop K's critics.

"When you read the ballot, it's shocking how little is in it," Boschetto said. "The only thing that is in it that's really concrete is that it's closing it off to private vehicles. So it doesn't have any plans for a park, it doesn't have any sources for funding, which is pretty shocking."

The city government has a plan for the southernmost part of the Great Highway that's already losing its battle against rising seas and severe erosion. The mile-long section that runs along the San Francisco Zoo is expected to be shuttered by early 2026. Engineers will replace the road with multiuse trails and a beachfront plaza. That's in large part to protect a wastewater treatment facility next to the zoo from coastal erosion, but also to restore the nearby dunes so that they will act as a buffer against sea level rise.





The southernmost section of the Great Highway is suffering severe erosion. The city has decided to close it to cars and turn it into walking trails and a plaza.

Courtesy of Yes on K

So drivers are already losing access to a chunk of the Great Highway. Prop K would just extend that closure farther north. A recent report from two city agencies estimates that closing the highway during peak-hour weekdays — like when crews need to remove sand — and rerouting traffic currently adds approximately three minutes of driving time. The agencies say that traffic likely diverts to a six-lane boulevard a mile to the east, though opponents of Prop K say it actually spills into smaller side streets, increasing congestion. The report further notes that average daily traffic on the Great Highway is down 38 percent from pre-COVID levels of 18,000 cars, as the white-collar workers of western San Francisco opt to work from home. (Boschetto disputes the finding of three additional minutes of travel time. Residents of the Richmond district, he said, “will tell you that’s patently false from their own firsthand experience.”)

Fewer people are driving the Great Highway these days, and more people are flocking to the area on weekends when streets get blocked off. In 2023, 420,000 visitors walked, ran, and biked the weekend promenade. Last October alone, 10,400 people attended a community Halloween event, and an annual fun run brought another 10,000. “I think the pandemic in really difficult ways showed that we all can change,” Moseson said, “literally, can change overnight, how we do things and how we get around.”



The Great Highway also closes because of flooding, like here in January 2010.
Lea Suzuki/ The San Francisco Chronicle via Getty Images

Whether or not Prop K passes, San Francisco has to contend with seas eating away at Ocean Beach, and winds shoving sand inland. Plane’s report from the San Francisco Estuary Institute suggests transplanting native grasses into the dunes, which would hold tight to the sand — a move the city can make even if the proposition fails. The report also recommends keeping people off the dunes, as trampling can kill the plants that hold the dunes together. That causes “blowouts,” or troughs of loose sand that more easily spill and blow onto the highway.

Opponents of the measure say those improvements could still happen if the Great Highway stays a highway. “I think currently, the utility of the road outweighs so much more than the utility of the park,” Boschetto said. “So if we can have solutions that are environmentally friendly, that maintain that area — especially producing more native plants, especially protecting and conserving the wildlife there — that to me is a massive win-win.”

To supporters, a park creates the opportunity to be a bit more flexible, allowing the dunes to creep inland and mix the natural world with human infrastructure. Sand roped off to pedestrians could bloom with the greenery that naturally keeps them anchored. Foot paths might interlace with dunes. “We’re not giving [the dunes] as much as they want,” Moseson

said, “but it would allow enough space to do some sort of dramatic changes that could help, even if I wouldn’t recreate the original conditions.”

San Francisco, like so many other coastal cities, is contending with the beginning stages of inevitability: Sea levels will only go up from here, infrastructure be damned. But while they’re currently a liability for the Great Highway, the dunes could help save it one day. As the rising sea approaches, perhaps the road will still be filled with cars — at least on the days it can stay open. Or maybe the area will be full of art installations and benches in a 2-mile-long park established in November 2024.

An earlier version of this story misstated the role of the nonprofit Friends of Great Highway Park in getting Prop K before voters.

A message from

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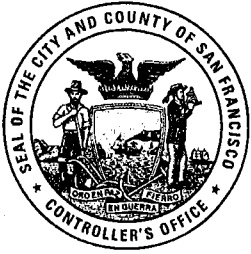
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As climate change helps mosquitoes spread disease, critics push for alternatives to pesticides

EXHIBIT 7



OFFICE OF THE CONTROLLER
CITY AND COUNTY OF SAN FRANCISCO

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August 12, 2024

RE: Proposition K– Permanently Closing the Upper Great Highway to Private Vehicles to Establish a Public Open Recreation Space

Dear Ms. Calvillo,

The cost of the proposed ordinance, should it be approved by the voters, is dependent on decisions that the Mayor and Board of Supervisors make through the budget process, as an ordinance cannot bind future Mayors and Boards of Supervisors to provide funding for this or any other purpose. Should the proposed ordinance be approved by the voters, in my opinion, it would likely reduce the cost of government by up to approximately \$1.5 million in one-time capital project cost savings and by approximately \$350,000 to \$700,000 annually in maintenance and operational cost savings

The proposed ordinance would amend the Park Code to prohibit all private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard.

If the proposed ordinance is approved, annual operational cost savings could range from approximately \$350,000 to approximately \$700,000 annually for reductions in sand removal, roadway maintenance, and operating costs, which may be partially reduced by additional costs to inspect and maintain physical infrastructure. The proposed ordinance may result in increased trash pick-up, Park Ranger patrols or other operational costs subject to future operational decisions made by the Recreation and Parks Department, the cost of which may be reduced by the elimination of the need to open and close the Upper Great Highway. For context, the Recreation and Parks Department granted approximately two permits per month to applicants for use of the Upper Great Highway for weekend events in Fiscal Year 2023. While the number of potential future events cannot be determined at this time, in general fees collected partially pay for staff time spent on the event.

Additionally, the proposed ordinance would likely result in decreased capital project costs for funded transportation projects. The proposed ordinance would reduce the need to replace existing traffic signals on the Upper Great Highway, potentially resulting in up to approximately \$4.3 million of savings. While some of these capital projects may be necessary regardless of the proposed ordinance, these savings will likely be reduced by a range of approximately \$860,000 in planning, design and traffic calming project costs to approximately \$2.7 million in new capital project costs for traffic calming and additional signals to accommodate diverted traffic, resulting in approximately \$1.5 million in net savings. If future capital projects result from the closure, these savings would be further reduced, but at a level that cannot be determined at this time. Any additional future capital project or operational costs resulting from the closure would be

2 | Proposition K– Permanently Closing the Upper Great Highway to Private Vehicles to Establish a Public Open Recreation Space

subject to policy and funding decisions made by future Mayors and Boards of Supervisors and future operational decisions made by impacted departments.

Sincerely,



ChiaYu Ma
Deputy Controller

Note: This analysis reflects our understanding of the proposal as of the date shown. At times further information is provided to us which may result in revisions being made to this analysis before the final Controller's statement appears in the Voter Information Pamphlet.

EXHIBIT 8



Great Highway Concepts Evaluation Report



San Francisco
County Transportation
Authority

Final Report

Acknowledgements

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

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**San Francisco
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1. Introduction

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

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

1.1 | BACKGROUND

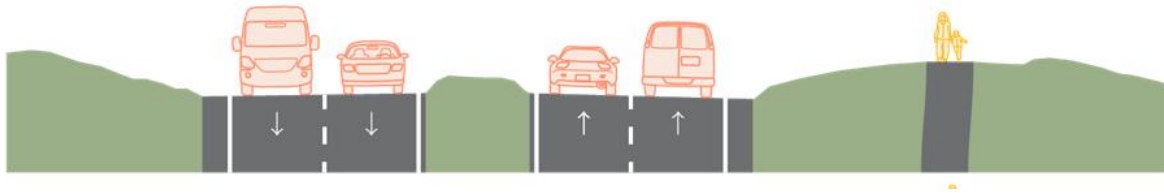
The Upper Great Highway is a four-lane roadway and coastal trail under the management of the Recreation and Park Department and maintained by Public Works. Traffic on the Great Highway and the surrounding street network and multimodal transportation system is managed by SFMTA. The San Francisco Public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

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

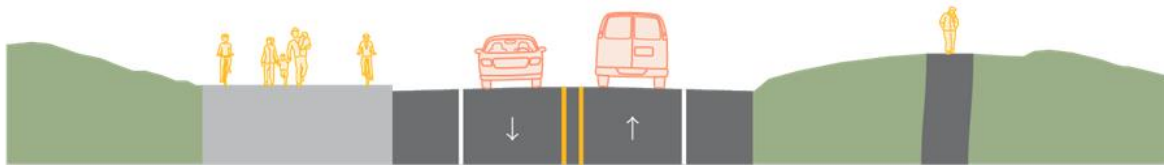
South of the study area for this evaluation report, the Great Highway Extension has been the primary connection between Skyline Blvd/Highway 35 and the Upper Great Highway. Due to erosion of the cliff and roadway, the Great Highway Extension is slated to close by 2023 as part of the San Francisco Public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

1.2 | CONCEPT DESCRIPTIONS

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

Figure 1 Concept 1: Four-Lane Roadway

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

Figure 2 Concept 2: Promenade/Two-way Roadway

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

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

Figure 3 Concept 3: Full Promenade/Complete Vehicle Closure

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

Figure 4 Concept 4: Timed Promenade (Weekends)

Concept 4 would provide a full promenade on weekends. Other options considered included a seasonal closure or closure at certain times of day. A weekend closure was selected for this option because

bicycle/pedestrian usage data was not lower during winter months. Early analysis of user data indicating that the factors that most affected usage were the presence of smoke from wildfires, rain and wind. A peak period closure was not considered due to the significant additional cost and complexity of opening and closing the road multiple times of day, leading to confusion for people driving.

Figure 5 Concept 5: Promenade/One-way Roadway



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

1.3 | BASELINE ASSUMPTIONS ACROSS CONCEPTS

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

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

Figure 6 Outer Sunset Traffic Calming Measures



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

2. Evaluation of Concepts

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

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

Staff also estimated planning-level costs for each concept.

2.1 | CLIMATE CHANGE/RESILIENCY

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

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

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

Table 1 Additional Park Acreage

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

EXHIBIT 9

Alerts Attention: Inbound 23 rerouting around Palou/Ingalls due to PG&E work via Ingalls, Quesada, Keith, Palou to reg. rte. Stops Missed: Jennings and Keith Board: Palou/Lane [\(More: 22 in last 48 hours\)](#)

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Preparing for Great Highway Changes: New Traffic Signals and Safety Improvements in Place

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Friday, February 21, 2025



Our Signal Shop team activating the signal at 41st Avenue and Lincoln Way.

Last November, San Francisco voters passed Proposition K. This approved the permanent closure of Upper Great Highway from Lincoln Way to Sloat Boulevard. This area will become a new park. Earlier in 2024, the San Francisco Board of Supervisors approved the closure of Great Highway Extension from Sloat to Skyline boulevards because of coastal erosion.

We are collaborating with our partners at San Francisco Recreation and Parks, the San Francisco Public Utilities Commission, Caltrans and other agencies to manage these changes effectively and to ensure a successful transition. Our priorities are to keep the streets safe for everyone and keep traffic flowing.

Learn what we're doing to:

- Manage the flow of traffic
- Help you get around by taking Muni, biking, walking and rolling

Keeping traffic flowing—safely and smoothly

Installing signals

Both Caltrans and the SFMTA Signal Shop have installed new traffic signals near the Great Highway. We're adding signals to help to boost street safety and manage traffic flow as travel patterns change.

Our state partners at Caltrans activated a new signal at Great Highway Extension and Skyline Boulevard in January. On Feb. 19, our Signal Shop activated a new signal at 41st Avenue and Lincoln Way. Next week, we plan to activate a signal at Sloat Boulevard and Skyline Boulevard.

Repaving streets

We collaborated with [Public Works](#) to ensure Sunset Boulevard is fully repaved. We did this to help improve conditions for people driving on a key west side road.

Reducing speeds

We also added street safety improvements on the streets close to the Great Highway. [We added speed humps and stop signs to neighborhood streets.](#) We took these steps to help reduce instances of speeding and deter cut-through traffic.

Making it easier to take Muni, walk and bike



The L Taraval Improvement Project upgraded infrastructure along the L Taraval line from West Portal to the San Francisco Zoo.

We have been working to make it easy and convenient to walk, bike and take Muni on the west side of the city. We want to make sure west side residents and visitors have many excellent transportation choices to get around.

Improving your L Taraval trips

Last year we restored [L Taraval service](#) between the Embarcadero Station and the SF Zoo. This benefits the community for decades to come. We upgraded the L Taraval train tracks for the first time in almost 50 years for a smoother, quieter ride. New traffic signals now give priority to transit vehicles. This makes Muni trips more reliable. Trains are scheduled to arrive every 10 minutes on weekdays and every 12 minutes on weekends.

Connecting local bikeways

Last year we also built [protected bike lanes on Lake Merced Boulevard](#). They connect to upcoming, new [protected bike lanes on Sloat](#), the [new park on Great Highway](#) and [JFK Promenade](#) in Golden Gate Park. People who bike and roll on the west side will be able to travel on a safe and slow network of bikeways.

These upgrades will help make the transition smoother for everyone who lives in or visits the area.

What's next

When the Great Highway closes to vehicles, SFMTA and Public Works crews will be ready to make immediate adjustments to keep people moving safely and smoothly at [key connecting intersections](#): Lincoln and Great Highway and Sloat and Great Highway. This includes:

- Adjusting travel lanes and traffic signal timing
- Improving bike and pedestrian crossings

Listening to the community

We understand that these changes may create challenges for people who drive in and around the Sunset and Richmond districts. We are watching traffic conditions, gathering data and collaborating with the community to handle issues as they come up.

If you have any questions or concerns about these upcoming changes, please [contact 311](#) so your message can be directed to the correct agency and team.

ALSO ON SFMTABLOG

New Potrero Bus Yard Gets Green Light: More

3 months ago · 3 comments

The new Potrero Yard will help our staff make your rides on the 22 Fillmore ...

Keeping San Francisco Moving in ...

6 months ago · 1 comment

Our teams worked around the clock to keep San Francisco moving during ...

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Our Speed Car Working: ...

8 months ago · 4 c

Six months aft speed cameras v installed in San F

EXHIBIT 10

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT
 455 MARKET STREET, SUITE 300
 SAN FRANCISCO, CA 94105
 PHONE: (415) 904-5260
 WEB: WWW.COASTAL.CA.GOV



Th9c

Filed: 11/22/2024
 Action Deadline: 5/22/2025
 Staff: L. Henningsen - SF
 Staff Report: 11/22/2024
 Hearing Date: 12/12/2024

STAFF REPORT CDP APPLICATION

Application Number: 2-24-0933

Applicant: City and County of San Francisco (via the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Recreation and Parks Department (SFRPD))

Project Location: Upper Great Highway between Sloat Boulevard and Lincoln Way, plus surrounding streets, just inland of Ocean Beach on the western side of the City and County of San Francisco; and Sloat Boulevard, from its intersection with the Great Highway Extension to its intersection with Skyline Boulevard.

Project Description: Authorization to permanently close the Upper Great Highway between Sloat Boulevard and Lincoln Way to vehicular traffic (in accordance with the recently-approved Proposition K ballot measure) to allow the space to be used for non-vehicular public recreational uses, to implement pedestrian safety and dune protection/restoration measures in that area and seaward of it, and to construct pedestrian safety improvements and a protected bike lane along Sloat Boulevard from the Upper Great Highway intersection to Skyline Boulevard.

Staff Recommendation: Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

The City and County of San Francisco (via SFRPD) proposes to implement a ballot measure approved in November's election (Proposition K) to permanently close a portion of the Upper Great Highway (i.e., that portion of the Great Highway 'system' located seaward of the Lower Great Highway) between Lincoln Way and Sloat Boulevard to vehicular traffic in order to facilitate a car-free pedestrian promenade and

to lay the groundwork for a future 'coastal park' in this location. For practical safety reasons and to ease traffic impact concerns, the City's proposal also includes pedestrian safety improvements (i.e., crosswalks and bike lane designations, etc.), and traffic calming measures in nearby inland neighborhoods (e.g., stop signs, speed cushions, turn restrictions, etc.). Additionally, as a complementary aspect of the project, the City (via SFMTA) also proposes to implement pedestrian safety improvements and establish a protected bike lane along Sloat Boulevard (from its intersection with the Upper Great Highway to its intersection with Skyline Boulevard) which would connect directly to the proposed dedicated two-way bike lane on the Upper Great Highway vehicular closure area, as well as a series of multimodal improvements along Sloat Boulevard (e.g., improvements related to bus stops, ADA access, pedestrian access and safety).

Staff believes that the proposed project is an exciting opportunity to reimagine a prominent shoreline area away from vehicular use to non-vehicular and better priority uses, including those that will help to facilitate better public access and recreation and connections in and along this important project area. It is also coupled with a significant multimodal improvement project that will help to significantly improve the area and help to incentivize non-vehicular forms of travel and all that can facilitate (e.g., improved safety, reduced VMTs and GHGs, etc.). More specifically, the proposal will improve public recreation and visitor access to the popular Ocean Beach area, including by providing a car-free promenade with separate bicycle and pedestrian areas, all designed to connect to similar such areas either existing, proposed here (including the Sloat Boulevard improvements), or recently approved (such as the public recreational promenade approved from Sloat to Skyline Boulevards along the Great Highway Extension that was approved by the Commission in November 2024). It also portends a future park in this area, where the details of that are still to be worked out by the City, and thus the need for these interim measures now. Overall, the proposed project represents a substantial multimodal improvement and a significant public access enhancement that helps to maximize public recreational access as directed by the Coastal Act. The project also includes the consolidation of informal/volunteer trails through the dunes seaward of the Upper Great Highway and restoration in that area, all of which should serve to better manage beach access near the dunes, and to better protect and enhance dune habitat resources.

With some minor conditions designed to implement, and for the dune restoration to amplify, the City's proposal, staff recommends that the Commission find the project consistent with Chapter 3 of the Coastal Act and approve a CDP for the proposed project. The motion to approve the CDP with conditions is found on page 4 below.

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Exhibits

- Exhibit 1 – Project Location
- Exhibit 2 – Project Site Photos
- Exhibit 3 – Site Plans for Great Highway Vehicle Restrictions and Access Measures
- Exhibit 4 – Site Plans for Sloat Boulevard Bike Lanes and Multimodal Improvements

1. MOTION AND RESOLUTION

Staff recommends that the Commission, after public hearing, **approve** a CDP with conditions for the proposed development. To implement this recommendation, staff recommends a **yes** vote on the following motion. Passage of this motion will result in approval of the CDP as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Motion: *I move that the Commission **approve** Coastal Development Permit Number 2-24-0933 pursuant to the staff recommendation, and I recommend a **yes** vote.*

Resolution to Approve CDP: *The Commission hereby approves Coastal Development Permit Number 2-24-0933 for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the Chapter 3 policies of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.*

2. STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

- 1. Notice of Receipt and Acknowledgment.** The permit is not valid, and development shall not commence until a copy of the permit, signed by the Applicant or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
- 2. Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
- 3. Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
- 4. Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
- 5. Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the Applicant to bind all future owners and possessors of the subject property to the terms and conditions.

3. SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

1. **Construction Plan.** PRIOR TO CONSTRUCTION, the Permittee shall submit one electronic copy and two paper copies of a Construction Plan to the Executive Director for review and written approval. The Construction Plan shall, at a minimum, include and provide for the following:
 - a. **Construction Areas.** The Construction Plan shall identify the specific location of all construction areas, all staging areas, and all construction access corridors in site plan view. All such areas within which construction activities and/or staging are to take place shall be minimized in order to have the least impact on public access and other coastal resources, including by using inland areas for staging and storing construction equipment and materials, all to the maximum extent feasible (MEF). Construction areas shall be sited and designed to minimize impacts to public beach access and public views to the MEF.
 - b. **Construction Methods.** The Construction Plan shall specify the construction methods to be used, including all methods to be used to keep the construction areas separate from public recreational use areas (including using unobtrusive temporary fencing or equivalent measures to delineate construction areas), and including verification that equipment operation and equipment and material storage will not significantly degrade public access and public views during construction, all to the MEF. The Plan shall include a detour plan that specifies how access from the Skyline/Great Highway intersection to the Sloat/Great Highway intersection and public parking will be accommodated during construction, and how such access users will be informed and directed, with a preference for measures that maximize public access to the MEF. The Plan shall limit construction activities to avoid coastal resource impacts, including that lighting of the work area is prohibited, to the MEF, unless the Executive Director determines that lighting the work area is required to safely carry out construction and measures are applied to ensure maximum coastal resource protection to the MEF.
 - c. **Construction Timing.** Construction is prohibited during weekends, from the Saturday of Memorial Day through Labor Day inclusive, and during non-daytime hours (i.e., from one-hour after sunset to one-hour before sunrise), unless due to extenuating circumstances the Executive Director authorizes such work and measures are applied to ensure maximum coastal resource protection to the MEF. The Plan shall include a complete construction schedule, which shall be structured to prioritize the construction and use of public recreational access improvements and amenities as soon as is feasible.
 - d. **Construction BMPs.** The Construction Plan shall identify the type and location of all construction best management practices that will be implemented during construction to protect coastal resources, including coastal water quality, including at a minimum all of the following:

- 1. Runoff Protection.** Silt fences, straw wattles, or equivalent apparatus shall be installed at the perimeter of all construction areas to prevent construction-related runoff and sediment from discharging from the construction area or entering into storm drains or otherwise offsite or towards the beach, ocean, waterways, or natural drainage swales. Special attention shall be given to appropriate filtering and treating of all runoff, and all drainage points, including storm drains, shall be equipped with appropriate construction-related containment, filtration, and treatment equipment. Tarps or similar such devices shall be used to capture debris, dust, oil, grease, rust, dirt, fine particles, and spills.
- 2. Erosion and Sediment Controls.** All erosion and sediment controls shall be in place prior to the commencement of construction as well as at the end of each workday.
- 3. Equipment.** Equipment washing, refueling, and servicing shall take place at an appropriate off-site and inland location to help prevent leaks and spills of hazardous materials at the project site, at least 50 feet inland from the beach and preferably on an existing hard surface area (e.g., a road) or an area where collection of materials is facilitated. All construction equipment shall also be inspected and maintained at a similarly sited inland location to prevent leaks and spills of hazardous materials at the project site.
- 4. Good Housekeeping.** The construction site shall maintain good construction housekeeping controls and procedures at all times (e.g., clean up all leaks, drips, and other spills immediately; keep materials covered and out of the rain, including covering exposed piles of soil and wastes; dispose of all wastes properly, place trash receptacles on site for that purpose, and cover open trash receptacles during wet weather; remove all construction debris from the site).
- 5. Materials/Equipment Storage.** All construction materials and equipment storage shall occur on a hard road surface.
- e. Restoration.** All construction debris shall be removed, and all public recreational access and use areas and all remaining (after trail consolidation) beach access points impacted by construction activities shall be restored to their pre-construction condition or better within three days of completion of construction. Any native materials impacted shall be appropriately filtered as necessary to remove all construction debris.
- f. Construction Site Documents.** The Plan shall provide that copies of the signed CDP and the approved Construction Plan be maintained in a conspicuous location at the construction job site at all times, and that such copies are available for public review on request. All persons involved with the construction shall be briefed on the content and meaning of the CDP and the approved Construction Plan, as well as the public review requirements applicable to them, prior to commencement of construction.

- g. Construction Coordinator.** The Construction Plan shall provide that a construction coordinator be designated to be contacted during construction should questions arise regarding the construction (in case of both regular inquiries and emergencies), and that the construction coordinator's contact information (i.e., address, phone numbers, email, etc.), including, at a minimum, an email address and a telephone number that will be made available 24 hours a day for the duration of construction, is conspicuously posted at the job site where such contact information is readily visible from public viewing areas while still protecting public views to the maximum extent feasible, along with indication that the construction coordinator should be contacted in the case of questions regarding the construction (in case of both regular inquiries and emergencies). The construction coordinator shall record the name and contact information (i.e., address, email, phone number, etc.) and nature of all complaints received regarding the construction, and shall investigate complaints and take remedial action, if necessary, within 24 hours of receipt of the complaint or inquiry. All complaints and all actions taken in response shall be summarized and provided to the Executive Director on at least a weekly basis.
- h. Construction Specifications.** All construction specifications and materials shall include appropriate control provisions that require remediation for any work done inconsistent with the terms and conditions of this CDP.
- i. Notification.** The Permittee shall notify planning staff of the Coastal Commission's North Central Coast District Office at least three working days in advance of commencement of construction, and immediately upon completion of construction.

All requirements above and all requirements of the approved Construction Plan shall be enforceable components of this CDP. The Permittee shall undertake development in conformance with this condition and the approved Construction Plan.

- 2. As-Built Plans.** WITHIN THREE MONTHS OF COMPLETION OF CONSTRUCTION, the Permittee shall submit one electronic copy and two paper copies of complete As-Built Plans to the Executive Director for review and written approval showing all elements of the approved development as built, including in relation to all property lines, right-of-way line, and adjacent development. The As-Built Plans shall be substantially consistent with the proposed plans (titled "Upper Great Highway Promenade Project" and dated November 2024; titled "Sloat Boulevard Quick-Build Plan View" and dated June 2023; both of which were received in the Coastal Commission's North Central Coast District Office on November 20, 2024 (see Exhibits 3 and 4), and any inconsistencies shall be highlighted. The As-Built Plans shall include color photographs (in both color hard copy 8½ x 11 and digital jpg formats) that clearly show the as-built project and that are accompanied by a site plan that notes the location of each photographic viewpoint and the date and time of each photograph. At a minimum, the photographs shall be from upcoast, seaward, inland, and downcoast viewpoints in relation to the project, and from a sufficient number of other viewpoints so as to provide complete

photographic coverage of the approved development. Such photographs shall be at a scale that allows comparisons to be made with the naked eye between photographs taken in different years and from the same vantage points; recordation of GPS coordinates would be desirable for this purpose. The As-Built Plans shall include vertical and horizontal reference data from inland surveyed benchmarks (which shall be clearly identified) for use in future monitoring efforts. The As-Built Plans shall be submitted with certification by a licensed civil engineer with experience in coastal structures and processes, acceptable to the Executive Director, verifying that the project has been constructed in conformance with the plans received by the Commission on November 20, 2024 and the terms and conditions of this CDP.

- 3. Dune Protection and Restoration Plan.** WITHIN 6 MONTHS OF CDP APPROVAL, the Permittee shall submit an electronic copy of a Dune Protection and Restoration Plan to the Executive Director for review and written approval. The Plan shall be prepared by a qualified restoration ecologist and shall take into account the specific conditions of the site (including soil, exposure, water flows, temperature, moisture, wind, etc.), as well as restoration and enhancement goals. The plan shall be generally consistent with the dune protection and restoration provisions of the SFRPD CDP application titled "Upper Great Highway Promenade Project" (dated November 2024) and shall at a minimum provide the following:
 - a. Baseline Assessment.** A baseline assessment, including narrative, maps, and photographs, of the current physical and ecological condition of the restoration areas identified in the SFRPD CDP application titled "Upper Great Highway Promenade Project" (dated November 2024), specifically subsections 5 ("Dune Protection and Habitat Management") and 6 ("Dune Revegetation Project"), encompassing the dune habitat area at least 100 feet seaward of the Upper Great Highway.
 - b. Project Goals and Objectives.** A description of the specific restoration goals and objectives for each of the present habitat types and areas, including supporting rationale based on historical conditions, relevant published information for the area, and/or appropriate reference sites. At a minimum, all informal/volunteer trails through the dunes from the Great Highway shall be assessed and shall be consolidated into the minimum number of trails that can provide access safely through the dunes while appropriately connecting to inland trails, and all without significant habitat impacts. All trail areas removed shall be restored to functioning coastal habitat.
 - c. Invasive Species Removal.** All invasive species (as listed by the California Invasive Plant Council) shall be removed, and continued removal shall occur on an as-needed basis to ensure that absolute cover not exceed 5% following initial restoration efforts, with a goal of eradication over time. Removal methods must constitute the least environmentally damaging methods feasible.
 - d. Vegetation Planting.** A detailed planting plan emphasizing the use of seeds, plugs, or container plants. All vegetation planted in the restoration areas shall

consist only of plants native to the target habitats and consist only of local genetic stock, and the Plan shall be submitted with adequate evidence demonstrating that that is the case. The planting plan should be based on vegetation community structure (e.g., species and relative densities) at an approved nearby reference site and shall be designed to avoid the use of irrigation following the plant establishment stage. If irrigation is considered necessary to initiate restoration, it should be temporary and provisions for its removal must be included in the Plan. In addition to the revegetation pilot project proposed (in Subsection 6 of the CDP application) near Judah Street, additional revegetation opportunities shall also be identified as part of the Dune Protection and Restoration Plan (i.e., particularly for the degraded dune areas near the intersections of Lawton Street and Noriega Street, in the area encompassing the dune habitat at least 100 feet seaward of the Upper Great Highway).

- e. **Fencing and Signage.** Fencing and informational signs shall be installed around the restoration areas to identify the restoration areas and protect them from activities that could harm the restoration, while directing traffic to formal, delineated trails. All signage and fencing details shall be provided, which shall be sited and designed to protect the restoration and to protect public views as much as possible (e.g., materials that are made of natural materials and colors that blend with the environment, such as low rope and post).
- f. **Monitoring and Maintenance.** A detailed monitoring program designed to evaluate the success of the restoration efforts, and to guide any adaptive management actions for ensuring long-term success shall be provided. Monitoring and maintenance of all restoration areas shall continue for as long as any portion of the approved development exists and shall at a minimum include:
 - 1. **Schedule.** An initial five-year monitoring schedule, with conditional inclusion of additional years of the same monitoring if success criteria are not met in the initial five-year time frame, until such time as they are met.
 - 2. **Monitoring Methods.** The monitoring program shall be supported by a clear rationale for the selected approaches and must describe the monitoring methods that will be used in detail (e.g., metrics, sampling frequency, timing, etc.). Power analyses shall inform the design of the sampling scheme and the analytical framework to be used for assessments shall also be clearly described in the narrative.
 - 3. **Success Criteria.** At a minimum, final success criteria for vegetation species diversity (including richness and evenness), native vegetative cover, invasive vegetative absolute cover less than or equal to 5%, and specific measures for any sensitive plant or wildlife species located in the restoration areas shall be provided. Criteria may be relative or fixed, may be based on reference sites or relevant literature, and shall be supported by a clear technical rationale.
 - 4. **Data and Statistical Analysis.** A description of the data analysis methods and statistical thresholds employed shall be established as assessment rules for each success criterion. The statistical tests that will be used (e.g., a one or

two sample t-test) to detect differences between success criteria and conditions observed at the restoration areas shall be specified.

5. **Reporting.** Monitoring reports shall be submitted annually to the Executive Director for review and written approval by December 1st of every year for 5 years or for an adjusted time period dependent on restoration success, as described above. The reports shall identify the location of all vegetation plantings or seedings conducted in the restoration areas, present monitoring results, assessment of progress toward meeting success criteria, and any adaptive management recommendations. Raw data and associated metadata shall be provided in a digital format with the reports. The reports shall also include photographs (in color hard copy 8½ x 11 and digital jpg formats) that clearly show the restoration areas from at least the same vantage points as the initial photo documentation as well as subsequent monitoring reports. Any proposed actions necessary to maintain the restoration areas shall be implemented within 30 days of Executive Director approval of the monitoring reports, unless a different time frame for implementation is identified by the Executive Director.

All requirements above and all requirements of the approved Dune Protection and Restoration Plan shall be enforceable components of this CDP. The Permittee shall undertake development in accordance with this condition and the approved Dune Protection and Restoration Plan.

4. **Public Access Management Plan.** WITHIN 6 MONTHS OF CDP APPROVAL, the Permittee shall submit an electronic copy of a Public Access Management Plan (Access Plan) to the Executive Director for review and written approval. The Access Plan shall clearly describe the manner in which public recreational access to the beach, from the recreational trail, and to the public access areas and amenities associated with the site and this CDP is to be provided and managed, with the objective of maximizing public access and recreational use, including parking, of all public access areas associated with the approved project while protecting dune habitat. All public access improvements shall be sited and designed to be safe from erosion, and to be easily relocated inland in response to the same while providing continued use and utility, as well as to maximize coastal view protection and minimize visual intrusion, including through use of materials appropriate to the shoreline context that blend with the natural environment and existing improvements in the area. The Plan shall at a minimum include and provide for all of the following:
 - a. **Public Access Areas and Amenities.** The Access Plan shall clearly identify and depict on a site plan all existing and required public access areas and amenities, as well as new trail and accessible areas being added through the proposal (specifically, plans in Exhibits 3 and 4 titled “Upper Great Highway Promenade Project” and dated November 2024; titled “Sloat Boulevard Quick-Build Plan View” and dated June 2023).
 - b. **Sloat-Skyline Lot Parking Improvements.** The Access Plan shall clearly indicate that the restriping of the off-street SFRPD parking lot at the intersection

of Sloat and Skyline will be carried out to formalize at least 100 free and publicly accessible parking spaces as proposed by the City on September 19, 2024 via a “Revocable Use Permit” for SFMTA’s bike lane project. Such restriping at this lot shall be completed no later than May 12, 2025.

- c. Public Access Use Parameters.** All parameters for use of the recreational trail areas, public parking, the vertical beach accessway, and all other access areas, improvements and amenities shall be clearly identified. All such public access areas, improvements, and amenities shall be publicly available for general public pedestrian access and other public access consistent with the terms and conditions of this CDP.
- d. No Public Access Disruption.** Development and uses within the Access Plan’s public access areas that disrupt or degrade public access, including areas set aside for private uses, barriers to public access (such as planters, temporary structures, private use signs, fences, barriers, ropes, etc.) shall be prohibited. The public use areas, improvements, and amenities shall be maintained consistent with the approved Access Plan and in a manner that maximizes public use and enjoyment, including with respect to assuring they remain safe from erosion and other hazards.
- e. Public Access Use Hours.** All public access areas, improvements, and amenities shall be available to the general public 24 hours a day and shall be free of charge.
- f. Public Access Construction.** All public access areas, improvements, and amenities associated with the approved project shall be constructed and available for public use as soon as possible, but no later than May 12, 2025. An additional 6 month extension may be granted by the Executive Director for good cause so long as good faith efforts are being made toward completion.
- g. Public Access Areas and Amenities Maintained.** All public access areas, improvements, and amenities shall be developed in a structurally sound manner and maintained in their approved state consistent with the terms and conditions of this CDP, including through ongoing repair, maintenance, or relocation, if necessary, of all public access improvements. The Access Plan shall provide that all such access areas, improvements, and amenities shall be modified as necessary to maintain its safe use, and the Access Plan shall identify all mechanisms to ensure the same, including requirement for Executive Director approval of any modification episodes. Public use areas shall be maintained consistent with the approved Public Access Management Plan and in a manner that maximizes public use and enjoyment.
- h. Implementation.** The Public Access Management Plan shall be implemented, including that all public access improvements identified above shall be available for public use, no later than May 12, 2025. An additional 6 month extension may be granted by the Executive Director for good cause so long as good faith efforts are being made toward completion.

All requirements above and all requirements of the approved Public Access Management Plan shall be enforceable components of this CDP. The Permittee shall undertake development in accordance with this condition and the approved Public Access Management Plan.

- 5. Future Permitting.** Any and all future proposed development related to this project, this project area, and/or this CDP shall be subject to the Coastal Commission's continuing CDP jurisdiction. This CDP authorizes limited future repair, maintenance, and/or improvement development that is determined by the Executive Director to: 1) fall within the overall scope and intent of this CDP; 2) be consistent with the City and County of San Francisco LCP; and 3) not have any significant adverse impacts to coastal resources. Any development related to this project and/or this CDP that the Executive Director determines does not meet such criteria shall require a separate CDP or a CDP amendment, as directed by the Executive Director.
- 6. Other Authorizations.** PRIOR TO COMMENCEMENT OF CONSTRUCTION, the Permittee shall provide to the Executive Director written documentation of authorizations from all entities from which such authorization is necessary for the approved development (including but not limited to the National Park Service and other potential state/local approvals) or conclusive evidence that no such authorizations are required from each of these entities. The Permittee shall inform the Executive Director of any changes to the project required by any other such authorizations. Any such changes shall not be incorporated into the project until the Permittee obtains a Commission amendment to this CDP, unless the Executive Director determines that no amendment is legally required. Any future additional authorizations (e.g., associated with future sand placement, etc.) shall be provided subject to the same criteria prior to implementation of the activity that requires such future authorization.
- 7. Minor Changes.** The Permittee shall undertake development in conformance with the terms and conditions of this CDP, including with respect to all Executive Director-approved plans and other materials, which shall also be enforceable components of this CDP. Any proposed project changes, including in terms of changes to identified requirements in each condition, shall either (a) require a CDP amendment, or (b) if the Executive Director determines that no amendment is legally required, then such changes may be allowed by the Executive Director if such changes: (1) are deemed reasonable and necessary; and (2) do not adversely impact coastal resources.
- 8. Liability for Costs and Attorneys' Fees.** The Permittee shall reimburse the Coastal Commission in full for all Coastal Commission costs and attorneys' fees (including but not limited to such costs/fees that are: (1) charged by the Office of the Attorney General; and/or (2) required by a court) that the Coastal Commission incurs in connection with the defense of any action brought by a party other than the Permittee against the Coastal Commission, its officers, employees, agents, successors and assigns challenging the approval or issuance of these CDPs, the interpretation and/or enforcement of CDP conditions, or any other matter related to these CDPs. The Permittee shall reimburse the Coastal Commission within 60 days of being informed by the Executive Director of the amount of such costs/fees. The

Coastal Commission retains complete authority to conduct and direct the defense of any such action against the Coastal Commission. By acceptance of this CDP and its terms and conditions, the Permittee irrevocably agrees to this obligation, which shall be continuing in nature and remain in full force and effect regardless of whether this CDP approval is invalidated as the result of the litigation contemplated by this condition or otherwise changed in any way.

4. FINDINGS AND DECLARATIONS

A. Project Location

Ocean Beach is a north-south trending sandy beach that is nearly 4 miles long, located on the western, Pacific Ocean side of San Francisco and south of the Golden Gate entrance to the San Francisco Bay. The beach and the Great Highway that front it are iconic, well-known visitor destinations. The first part of the proposed project was endorsed by San Francisco voters with the passage of ballot measure Proposition K, and it is located along the Great Highway corridor fronting Ocean Beach at the City of San Francisco's western edge, just seaward of the City's Richmond and Sunset residential areas. What is commonly referred to as the Upper Great Highway extends along that entire almost four-mile length closest to the beach, with four traffic lanes (two in each direction) and a parallel recreational trail landward of the roadway. In addition, what is commonly referred to as the Lower Great Highway extends some two miles between Lincoln Way and Sloat Boulevard, where that road is two traffic lanes (one in each direction) and located just inland of the Upper Great Highway which, within the same two-mile stretch, does not connect with the streets perpendicular to the shoreline, and instead end at the Lower Great Highway.

The pedestrian safety improvements and a protected bike lane element of the proposed project, which was approved by the SFMTA Board in July 2023, runs along the southern edge of Sloat Boulevard from its intersection with the Upper Great Highway to its intersection with Skyline Boulevard. This project connects with, and is geographically adjacent to, the first part of the project (i.e., Proposition K vehicular restrictions and related measures) at the intersection of Sloat Boulevard and the Upper Great Highway, where it meets the Great Highway Extension to the south. See **Exhibit 1** for a project location map and **Exhibit 2** for images of the site and surrounding area.

B. Project Background

The City closed the Upper Great Highway between Lincoln Way and Sloat Boulevard starting April 2020 during the City's COVID-19 shelter in place, and then only on weekends and holidays starting in August 2021,¹ without the benefit of a CDP. The City and County recognized that closure after-the fact, and extended the pilot program to

¹ The City of San Francisco closed the Upper Great Highway full-time during the COVID-19 pandemic from April 2020 to August 2021. Although the Commission's Executive Director authorized similar closures of public spaces on a temporary basis as part of the Commission's COVID-19 response pursuant to Coastal Act Section 30611, the City did not request and the Executive Director did not grant such authorization in this case.

December 31, 2025 via a City CDP.² Subsequently, that City CDP was appealed to the Commission, which opted not to take jurisdiction over the CDP for the pilot project and allowed the local approval to stand.³ The stated goal for the pilot project was to establish a “car-free bicycle and pedestrian promenade” to increase public access and active recreation along the Great Highway corridor during weekends and holidays, which also included implementation of various “traffic calming” measures on surrounding streets designed to improve bicyclist and pedestrian safety. This aspect of the proposed project was further endorsed by San Francisco voters with the passage of ballot measure Proposition K, which proposed permanently turning the Upper Great Highway from Lincoln Way to Sloat Boulevard into a park-like promenade for pedestrian, cycling, and other non-vehicular recreation and uses.⁴

C. Project Description

The proposed project entails two complementary and connected projects. The first is the implementation of the ballot measure Proposition K, which was approved citywide by a majority of San Francisco voters in the November 2024 election. The City proposes to authorize the proposition’s purpose to achieve closure of this two-mile-long segment of the Upper Great Highway to vehicular traffic, making it a permanent public recreational space, with the necessary associated traffic and pedestrian safety modifications. Furthermore, the ultimate intention of Proposition K is for the City to design a coastal park in the current location of the Upper Great Highway from Sloat Boulevard to Lincoln Way. The current proposal represents a first interim step toward achieving this goal, as the City proposes to enact the will of the voters by closing this stretch of the Upper Great Highway to vehicular traffic as soon as possible. The proposed development to enact this goal includes traffic calming measures, turn restrictions and gated barriers, pedestrian safety improvements for crosswalks, dedicated spaces for the pedestrian lanes (seaward) and the bike lanes (inland) on the Upper Great Highway, and dune protection/restoration measures generally aligned with recommendations from the San Francisco Estuary Institute’s (SFEI’s) December 2023 report, *“Growing Resilience: Recommendations for Dune Management at North Ocean Beach.”*

² On December 6, 2022, San Francisco’s Board of Supervisors passed an ordinance that amended their non-LCP Park Code to prohibit vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard on weekends and holidays until December 31, 2025 (Board File 220875). The restriction was identified as a pilot effort, designed to include studies and analyses of the part-time, car-free use of this portion of the Upper Great Highway to help inform a longer-term plan for the future of this public space, including the potential for establishing a vehicle-free condition, available for pedestrian and bicyclist recreation purposes. San Francisco’s Planning Commission subsequently approved a CDP (referred to locally as a coastal zone permit) on November 9, 2023 for the above-described project. That CDP decision was appealed locally by three appellants to the City’s Board of Appeals, which denied the appeals on February 7, 2024, and denied requests by each of the three appellants for a rehearing on March 13, 2024. The Coastal Commission’s North Central Coast District Office received two valid appeals of the project and the Coastal Commission heard these appeals at a hearing on May 9, 2024,

³ The Commission voted unanimously to find no substantial issue on the appeals in May 2024, thereby declining to take jurisdiction over the underlying CDP application and allowing the City CDP to stand, which authorized the pilot through the end of 2025.

⁴ Passed by a 54.7% majority vote on November 5, 2024.

The second is a SFMTA project focused on pedestrian safety improvements and the establishment of a protected bike lane along Sloat Boulevard, adjacent to the southern edge of the first part of the project (and the two connect at the intersection of Sloat Boulevard and the Upper Great Highway). According to the City, the Sloat bike lanes portion of the proposed project arose from safety concerns and this area being identified as part of the City's "Vision Zero High-Injury Network,"⁵ which identified the Sloat Boulevard corridor (from 45th Avenue to Skyline Boulevard) as part of the City's 13% of streets on which about 75% of severe and/or fatal traffic-injury collisions occur. The project is therefore intended to improve safety and public access for non-motorized visitors to the area, by establishing a two-way protected bike lane fully separated from faster-moving vehicular traffic along the Sloat Boulevard corridor. The project also includes a complementary suite of multimodal improvements. Proposed changes include the addition of an approximately half-mile long, two-way protected bikeway, the conversion of existing angled parking to become parallel spaces along the south side of the roadway, the creation of new concrete bus boarding islands, curb ramp upgrades, and minor revisions to taxi, loading, and ADA "blue zone" parking space locations. To accommodate the space required for a protected bike lane, the existing angled parking is proposed to become parallel parking, and the number of parking spaces along Sloat Boulevard would decrease from 413 to 323. Out of these 90 total spaces proposed to be removed/altered, 32 of them are on-street and 58 are off-street. The ten ADA "blue zone" parking spaces in this area are proposed to remain unchanged. The City also proposes to restripe a City parking lot located immediately southwest of the Sloat/Skyline Boulevard intersection, which is currently leased by the San Francisco Zoo, but is only fully utilized by the Zoo on a handful of days each year, and the City estimates that about 100 free public parking spaces would be accommodated here, enough to generally offset the above-described conversion of parking for the multimodal improvements.

See **Exhibits 1** and **2** for the project location map and project site images, **Exhibit 3** for the Great Highway Vehicular Closure plans, and **Exhibit 4** for the Sloat Bike Lanes and Multimodal Improvements plans.

D. Standard of Review

The proposed project involves development both in the Commission's retained permit jurisdiction and in the City and County of San Francisco's permit jurisdiction, as delegated by the Commission through certification of the City and County's Local Coastal Program (LCP). Coastal Act Section 30601.3 authorizes the Commission to process a consolidated CDP application in such cases when the local government, the applicant, and the Executive Director all agree to such consolidation, and such is the case for this CDP application. The standard of review for a consolidated CDP application and any amendments to it is the Coastal Act Chapter 3 policies, with the City and County of San Francisco's certified LCP providing non-binding guidance.

⁵ See <https://www.visionzerosf.org/>.

F. Public Access and Recreation

Applicable Coastal Act and LCP Provisions

Maximizing public recreational access opportunities is a fundamental objective of the Coastal Act, which also protects against impacts to existing such access. Relevant provisions include:

Section 30210. *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

Section 30211. *Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

Section 30212(a). *Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. ...*

Section 30213. *Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. ...*

Section 30220. *Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.*

Section 30221. *Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.*

Further, Coastal Act Section 30240(b) protects parks and recreation areas, such as the adjacent beach, while Section 30252 speaks to more broadly protecting and enhancing public access as it relates to circulation, stating:

30240(b). *Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas and shall be compatible with the continuance of those habitat and recreation areas.*

30252. *The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential*

development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Although the LCP only provides guidance and is not the standard of review, the City's LCP provides in part:

Objective 6: *Redesign the Great Highway to enhance its scenic qualities and recreational use.*

Policy 6.3: *Construct a sewage transport under the present alignment of the Great Highway south of Fulton Street and replace the Great Highway as a four lane straight highway with recreational trails for bicycle, pedestrian, landscaping, and parking.*

Objective 6: *Maintain and enhance the recreational use of San Francisco's Ocean Beach shoreline.*

Policy 6.1: *Continue Ocean Beach as a natural beach area for public recreation.*

...

Policy 6.3: *Keep the natural appearance of the beach and maximize its usefulness by maintaining the beach in a state free of litter and debris.*

These overlapping Coastal Act and LCP provisions protect public recreational access to and along the beach/shoreline and to offshore waters, particularly free and low-cost access. Specifically, Section 30210 requires the Commission to provide the general public maximum access and recreational opportunities, while respecting the rights of private property owners. Section 30211 prohibits development from interfering with the public's right of access to the sea, including as it relates to the use of dry sand and rocky coastal areas. In approving new development, Section 30212(a) requires new development to provide access from the nearest public roadway to the shoreline and along the coast, save certain limited exceptions, such as existing adequate nearby access. Section 30213 protects lower cost forms of access, such as the free access available at the shoreline at the project site. Sections 30221 and 30223 protect oceanfront and upland areas for public recreational uses, and Section 30222 prioritizes visitor-serving amenities providing for public recreational use.

Finally, Coastal Act Section 30210's direction to maximize public access and recreation opportunities represents a different threshold than to simply provide or protect such access and is fundamentally different from other similar provisions in this respect. Both the Coastal Act and the City's LCP require that public recreational access opportunities be protected and maximized.

Consistency Analysis

Ocean Beach and the surrounding project area attract several million visitors each year for a variety of recreational activities, and it is open year-round with no entrance or parking fees. In that context, the proposed project is an exciting opportunity to re-envision a prominent shoreline area away from vehicular use to higher and better priority uses, including those that will help to facilitate better public access and recreation and connections in and along this important project area. It will also, coupled with a significant multimodal improvement project on Sloat Boulevard, help to improve access in the area and help to incentivize nonvehicular forms of travel and all that that can facilitate (e.g., improved safety, reduced vehicle miles traveled (VMTs) and greenhouse gas emissions (GHGs), etc.). More specifically, the proposal will improve public recreation and visitor access to the popular Ocean Beach area, including by providing a car-free promenade with separate bicycle and pedestrian areas, all designed to connect to similar such areas either existing, proposed here (including the Sloat Boulevard improvements), or recently approved (such as the public recreational promenade approved from Sloat to Skyline Boulevards along the Great Highway Extension that was recently approved by the Commission). It also portends a future park in this area, where the details of that are still to be worked out by the City, and thus the need for these interim measures now. Put another way, the proposed project overall represents a substantial multimodal improvement and a significant public access enhancement that helps to maximize public recreational access as directed by the Coastal Act. In addition, the project includes consolidation of informal/volunteer trails through the dunes seaward of the Great Highway and restoration in that area, all of which should serve to better manage beach access near the dunes, and to better protect and enhance dune habitat resources.

While the removal of some 90 free public parking spaces from both the on-and off-street parking areas (32 on-street and 58 off-street) along Sloat Boulevard, mostly about a half mile from the beach near Skyline Boulevard, naturally raises concern, this project appropriately addresses this issue for two main reasons. First, the removal of these spaces is being done consciously, including to facilitate off-street bike lanes and other multimodal improvements that should help facilitate safer circulation and, by extension, enhanced public access of that sort, along the Sloat corridor. It should also, at a certain level, help to incentivize non-motor vehicle transportation options, which, by extension, will help limit/reduce VMTs and GHGs, both of which further Coastal Act objectives,⁶ and the latter of which directly helps to address global climate change related impacts, such as the significant sea level rise and coastal hazard related problems that are prevalent along South Ocean Beach. Put another way, the multimodal improvements that are facilitated here are of significant benefit, which appropriately offsets the reduction in parking.

Second, of the 90 parking spaces impacted, only 14 of these are within about a quarter-mile walk from the Ocean Beach recreational sandy beach area, and most of them are located as much as a half mile from the beach. Importantly though, the City proposes to restripe the City's parking lot located immediately southwest of the Sloat/Skyline Boulevard intersection, which is currently leased by the San Francisco Zoo, and is only

⁶ Coastal Act Section 30252(d) requires that energy consumption and VMTs be minimized.

used by the Zoo on a handful of days each year. This free parking lot is generally used for overflow Zoo parking on peak visitor days, such as Labor Day and Memorial Day weekends, and for the sale of Christmas trees in December (at which time Ocean Beach has relatively fewer visitors, due to winter weather conditions). Currently, City staff estimates there are about twenty days where the overlap of high use Zoo days may interfere with others parking in this lot to access the coast. Either way, this parking is relatively informal and unstructured, and the lot is not striped, which can lead to inefficient and relatively unorganized parking arrangements that do not maximize public utility in the space. The parking lot, once properly striped/organized as part of this project, is expected to provide about 100 free parking spaces for the vast majority of the year (other than those Zoo overflow days, and the winter holidays when it is used for Christmas tree sales), and the restriping should also provide more organized parking so that parking on high-use overlap days will be more adequately provided for all users. Once improved, this parking lot will help to appropriately offset the reduction of parking associated with the conversion/alteration of parking along Sloat, and will help to ensure that maximum free public access parking is provided in the project area, consistent with relevant Coastal Act and LCP provisions.

As to claims that the proposed project inappropriately reduces vehicular circulation, several things should be noted. First, and to be clear, Coastal Act Section 30252 encourages the provision of “non-automobile circulation” as well as facilitating the provision or extension of transit service, as part of maintaining and enhancing public access to and along the coast. The addition of protected bike lanes to this area, which is currently relatively unsafe for bicyclists, and related pedestrian and other multimodal improvements will increase pedestrian and non-automobile circulation safety for this visitor destination, all of which is aligned with Coastal Act provisions that encourage the same. In addition, transit stops within the project area on Sloat Boulevard would be upgraded with ADA accessible boarding islands, thereby improving public access as well as public transit opportunities.

As to those who suggest that eliminating traffic on the Upper Great Highway and converting that space into non-automobile forms of public access will actually reduce public access, several additional things should be noted. First, as described, the project will greatly enhance public pedestrian, cyclist, and ADA access, of that there is little debate. Additionally, the project represents a transformational public access enhancement when compared to the access ‘loss’ associated with strictly vehicular forms of access. That being said, it is true that some visitors to and users of the Upper Great Highway recreate primarily via automobile, and the closure of this section of roadway could change that. Either way, vehicular access would still be available along the Lower Great Highway, as well as via the Upper Great Highway north of Lincoln Way, near Golden Gate Park, and also via inland streets (e.g., Sunset Boulevard), and the Upper Great Highway access north of Lincoln Way would remain directly adjacent to the beach area. A series of free public beach parking lots on the seaward side of the Upper Great Highway north of Lincoln provide easily accessible beach and ocean views for those who prefer to take them in from the comfort of their vehicle, none of which would change with the proposed project. Furthermore, and specific to ADA access and as alluded to above, the project represents significant ADA improvements, not only in terms of the ADA access that is facilitated along the Upper Great Highway when cars

are removed from that space, but also in terms of the significant ADA improvements along Sloat Boulevard that make it easier to traverse to and access the shoreline. All of which is connected to other ADA opportunities, both existing and yet to come to fruition, including not only the significant public promenade improvements associated with the SFPUC Ocean Beach Armoring project (CDP 2-21-0912) that was just approved by the Commission on November 14, 2024, but also the multi-use path repaving from Sloat Boulevard to Taraval Street, including repaved curb cuts (which are essential for wheelchair access) that were also part of that approved project.

Finally, traffic impacts are a natural concern stemming from the permanent closure of a road to vehicular access because such traffic will need to find another route, such as the Lower Great Highway, which is just inland of the Upper Great Highway closure area. Sunset Boulevard, which is about ten blocks inland of the Great Highway system, is planned to be repaved by the City prior to the conversion to the full-time Proposition K pedestrian promenade to help ease traffic concerns in the surrounding area. Additionally, prior to the full-time conversion of the Upper Great Highway to pedestrian and bicyclist use, the City also intends to modify the two Upper Great Highway intersections (at Sloat Boulevard and Lincoln Way) as well as install the new traffic signal at the Sloat Boulevard and Skyline Boulevard intersection – all with the necessary objective of reducing traffic, improving safety, and easing the transition from the part-time pilot project to the full-time pedestrian/cyclist promenade.

As to guidance from the City’s LCP, the proposed project would “redesign the Great Highway to enhance its scenic qualities and recreational use” (LUP Objective 2), and would also “maintain and enhance the recreational use of San Francisco’s Ocean Beach shoreline” (LUP Objective 6). Furthermore, LUP Policy 6.3 provides rather clear direction to “replace the Great Highway as a four-lane straight highway with recreational trails for bicycle, pedestrian, landscaping, and parking” – which the proposed implementation of Proposition K would do for the Upper Great Highway from Sloat Boulevard to Lincoln Way. Put another way, the proposed project directly implements LCP provisions and helps to achieve LCP objectives.

Overall, the proposed project would significantly enhance public recreational access to the coast by improving public access opportunities and safety for pedestrians, cyclists, ADA-accessibility users, and other non-motorized visitors. Parking spaces would be converted in some areas to accommodate this but others would be created and/or improved as an offset. As conditioned, with a public access management plan designed to appropriately identify parameters for managing access in the project area (see Special Condition 4), the proposed project can be found to be consistent with the relevant Coastal Act and LCP public recreational access provisions.

G. Habitat Resources

Applicable Coastal Act and LCP Provisions

Certain habitats, such as those present at the project site, qualify as environmentally sensitive habitat areas (ESHA), which are provided a great degree of protection under the Coastal Act, as follows:

Section 30107.5. *“Environmentally sensitive area” means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem, and which could be easily disturbed or degraded by human activities and developments.*

Section 30240. *(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

In addition, the LCP also provides further guidance which protects habitat features, stating in part:

LUP Objective 12. *Preserve, enhance, and restore the Ocean Beach shoreline while protecting public access, scenic quality, natural resources, critical public infrastructure, and existing development from coastal hazards.*

LUP Policy 2.7. *... Design parking to afford maximum protection to the dune ecosystem.*

LUP Policy 6.2. *Improve and stabilize the sand dunes where necessary with natural materials to control erosion.*

LUP Policy 6.3. *Keep the natural appearance of the beach and maximize its usefulness by maintaining the beach in a state free of litter and debris.*

LUP Policy 12.4. *Develop the shoreline in a responsible manner.*

Consistency Analysis

The dunes at Ocean Beach and in the project area have a long history of human influence, alteration, and degradation, and thus dune ESHA and habitat protections are a key consideration both for the City and the Commission. While there have been some comments that the Great Highway vehicular closure will lead to undo adverse impacts in the dunes due to an influx of visitors, there are several reasons why that is appropriately addressed by the City’s proposal. First, some context is appropriate. Specifically, impacts on the dunes from beach access (i.e., walking through the dunes to get to the sandy beach and the ocean) date back many years, and to at least the 1990s, as documented by the December 2023 San Francisco Estuary Institute (SFEI) report (which reviewed existing and historic conditions and recommended ways to improve both beach and dune habitat and sand management). These impacts were documented well before the inception of the limited and temporary vehicular closure authorized by the pilot project for a portion of the Great Highway corridor, and well before the Proposition K project considered via this proposal. Such ongoing impacts to the dunes have spurred research and more recent efforts to buck this trend and address the longstanding and ongoing adverse impacts. In fact, the SFEI report identifies management goals and objectives to protect and enhance the dune system, without

suggesting reduced public access as a solution. Instead, the report suggests that a better and more realistic solution for reducing trampling is to create more clearly defined access points to formal access trails through the dunes, and to increase protections for existing dune habitats as well as new plantings, all of which are now proposed by the Applicant as part of the implementation of Proposition K and this project.

Specifically, the proposed project includes various measures for protecting and enhancing the Ocean Beach dune habitat running along the project area. This includes temporary protective fencing and signage, dune revegetation, consolidation of informal/voluntary trails and restoration of trails that are closed, additional trash/litter management, and inter-agency coordination (particularly with NPS/GGNRA, which has jurisdiction over most of the dune habitat at Ocean Beach). The closure of informal/voluntary trails, and consolidation of dune-adjacent trails, in addition to temporary fencing and interpretive signage, will help to reduce foot traffic in the dune habitat areas and limit impacts to dunes by designating and constraining areas where foot traffic is allowed. Furthermore, the dune revegetation pilot project (in coordination with NPS/GGNRA) near the Judah Street intersection will help to enhance dune habitat in this area and provide data to better inform future efforts to do so in other parts of Ocean Beach. SFEI's most recent report from October 2024 – titled “Future Opportunities for the Great Highway” – endorses the proposed closure of the Upper Great Highway from Sloat Boulevard to Lincoln Way, describing it as having the “greatest and most immediate ecological benefits” because of benefits for wildlife and new opportunities for dune restoration stemming from the removal of fast-moving cars and associated noise/light pollution.

Some of these proposed measures to protect and enhance dune habitats along Ocean Beach will take some time, due to regulatory approvals needed from the National Park Service (i.e. GGNRA), which has jurisdiction over most of the dunes. The City is also in the process of applying for additional grant funding from the state's Coastal Conservancy. The dune habitat protection and restoration measures therefore have some degree of regulatory and temporal uncertainty and necessitate the creation and implementation of a Dune Protection and Restoration Plan to ensure adequate prevention and mitigation of any potential adverse impacts of the various projects, as discussed above, to dune ESHA near the project area (see **Special Condition 3**), and to facilitate the restoration of additional dune habitats beyond the pilot project underway with NPS/GGNRA near the Judah Street intersection area. At the same time, and to be clear, the Applicant has committed to ensuring that the first phase of dune restoration efforts, those that are focused on the band of dunes closest to the Great Highway (especially those within 100 feet, per Special Condition 3), will occur as part of initial implementation of the closure project. Namely, that includes removing and restoring volunteer trails, consolidating such trails by the minimum necessary to still facilitate public access while avoiding significant adverse dune impacts, and prioritizing restoration for the areas within 100 feet of the Great Highway itself (see Exhibit 3 and Special Condition 3).

In short, and as conditioned, the project would provide benefits for coastal dune habitat resources which otherwise would not have accrued to the degraded dune area at Ocean Beach absent this project proposal, and which appropriately address potential

impacts from the project itself. Therefore, as conditioned, the proposed project can be found to be consistent with Section 30240 of the Coastal Act and the LCP dune habitat protection provisions.

H. Other

Indemnification

Coastal Act Section 30620(c)(1) authorizes the Commission to require applicants to reimburse the Commission for expenses incurred in processing CDP applications. Thus, the Commission is authorized to require reimbursement for expenses incurred in defending its actions on the pending CDP application in the event that the Commission's action is challenged by a party other than the Applicant. Therefore, consistent with Section 30620(c), the Commission imposes Special Condition 8 requiring reimbursement for any costs and attorney fees that the Commission incurs in connection with the defense of any action brought by a party other than the Applicant challenging the approval or issuance of this CDP, or challenging any other aspect of its implementation, including with respect to condition compliance efforts.

Other Agency Approvals

The project may require authorization from several other entities, including but not limited to the National Park Service and other potential state/local approvals. To ensure that the Applicant is able to carry out the proposed project consistent with the terms and conditions of this CDP, and to ensure that the proposed project is authorized by all applicable agencies, Special Condition 6 requires the Applicant to submit written evidence of these other agencies authorizations of the project (as conditioned and approved by this CDP) or evidence that such authorizations are not required.

Minor Changes

Although the proposed project and its potential impacts have been thought through and considered via the City and the Commission, including as it is affected by CDP terms and conditions, oftentimes minor unforeseen issues present themselves in complicated projects of this nature, particularly as construction gets underway, and it is important that the CDP is nimble enough to account for potential minor changes. Thus, minor adjustments to special condition requirements that do not require a CDP amendment or a new CDP (as determined by the Executive Director) may be allowed by the Executive Director if such adjustments: (1) are deemed reasonable and necessary; and (2) do not adversely impact coastal resources (Special Condition 7).

I. California Environmental Quality Act

Section 13906 of Title 14 of the California Code of Regulations requires Coastal Commission approval of CDP applications to be supported by a finding showing the application, as modified by any conditions of approval, is consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are any feasible alternatives or feasible mitigation measures available, which would substantially lessen any significant adverse effect the proposed development may have on the environment.

For the Proposition K Upper Great Highway vehicular closure portion of the project, the City found the project exempt, as CEQA does not apply to a measure submitted to the voters by the Mayor or five supervisors. However, the traffic, signage and wayfinding, and dune protection measures included in the proposed project are still subject to CEQA review. Accordingly, the San Francisco Planning Department reviewed the proposed project and issued a Statutory Exemption (City Record No. 2024-010317ENV) under SB 922 and Public Resources Code Section 21080.25⁷ on November 12, 2024. As for the SFMTA Sloat bike lanes portion of the project, this was also determined by the City to also be statutorily exempt, citing the same Public Resources Code Section 21080.5.⁸

In addition, and in any case, the Coastal Commission's review and analysis of land use proposals such as this CDP application has been certified by the Secretary of Resources as the functional equivalent of environmental review under CEQA (14 CCR Section 15251(c)). The Commission incorporates its findings on Coastal Act consistency above at this point as if set forth in full. The findings address and respond to all public comments regarding potentially significant adverse environmental effects of the project that were received prior to preparation of this report. As specifically discussed in these above findings, mitigation measures that would minimize or avoid all significant adverse environmental impacts have been required. As conditioned, there are no other feasible mitigation measures available which would substantially lessen any significant adverse impacts, either individually or cumulatively, that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, can be found consistent with the requirements of the Coastal Act to conform to CEQA Section 21080.5(d)(2)(A).

4. APPENDICES

A. Substantive File Documents⁹

- CDP Application File 2-24-0933
- San Francisco Estuary Institute (SFEI) October 2024 Report: *"Future Opportunities for the Great Highway"*
- San Francisco Estuary Institute (SFEI) December 2023 Report: *"Growing Resilience: Recommendations for Dune Management at North Ocean Beach"*

B. Staff Contacts with Agencies and Groups

- San Francisco Recreation and Parks Department (SFRPD)

⁷ Exemption for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right-of-way; projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; transit prioritization projects; and the maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with the specified project types.

⁸ *Id.*

⁹ These documents are available for review from the Commission's North Central Coast District office.

- San Francisco Municipal Transportation Agency (SFMTA)
- San Francisco Public Utilities Commission (SFPUC)
- San Francisco Planning Department
- National Park Service (NPS)
- Surfrider Foundation
- Friends of the Great Highway
- Sunset-Parkside Education and Action Committee (SPEAK)
- Coalition for San Francisco Neighborhoods (CSFN)

EXHIBIT 11

Sunset Dunes



Welcome to Sunset Dunes! This iconic oceanfront park, with its breathtaking panoramic views, provides residents and visitors with a place to walk, bike, stroll, relax, and connect along the Pacific coast like never before. When Sunset Dunes opened on April 12, 2025, it made history as the largest pedestrianization project in California's history, with the 2-mile, 50-acre park stretching from Sloat Boulevard to Lincoln Way.

Highlights:

- A skate space, bike skills course and a bike pump track
- Outdoor fitness equipment, and a Nature Exploration Area for children
- Lounge spaces with chairs, hammocks, and elevated seating for ocean views
- Yoga, fitness, dance and tai chi classes
- Intimate event seating for live music and artistic performances
- Sculptures and interactive public art installations
- Murals celebrating surfing, coastal ecology, sea life, and neighborhood history
- New park amenities, including two water fountains, seven wildlife-friendly trashcans, bike parking and a temporary restroom at Noriega

2025 Community Engagement

Process

In July 2025, Rec and Park launched the 2025 Community Engagement Process to gather community feedback on the interim improvements and ideas for the future of the park. We are analyzing the feedback and look forward to sharing more in 2026. Thank you for helping to shape the future of Sunset Dunes!

Sunset Dunes Visitation

- [Fact Sheet \(Jan-Mar 2026\)](#)
- [Fact Sheet \(Oct-Dec 2025\)](#)
- [Fact Sheet \(Jul-Sep 2025\)](#)
- [Fact Sheet \(Apr-Jun 2025\)](#)

Sunset Dunes Donor Support

The Friends of Sunset Dunes is generously donating \$90,000 of in-kind support for park improvements and community engagement support. More info at [Friends of Sunset Dunes](#).



About Us

The San Francisco Recreation and Park Department manages more than 230 parks, playgrounds, and

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San Francisco Recreation & Parks
McLaren Lodge—
Golden Gate Park

Website Accessibility

San Francisco Recreation and Parks is committed to ensuring that our digital

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open spaces, including Sharp Park in Pacifica and Camp Mather in the High Sierra. Our system features recreation centers, swimming pools, golf courses, and athletic fields, including iconic landmarks like Golden Gate Park and Coit Tower.

In 2017, San Francisco became the first city where every resident lives within a 10-minute walk of a park.

[Learn more about our department history and mission.](#)

501 Stanyan Street
San Francisco, CA
94117

Main Office: 415-831-2700

Program

Registration: 415-831-6800

(Translation Available)

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 Google Translate

EXHIBIT 12

SUNSET DUNES

APRIL 12 - JUNE 30, 2025

FACT SHEET

On April 12th, 2025, the San Francisco Recreation and Park Department celebrated the grand opening of Sunset Dunes, the largest pedestrianization project in California's history. Sunset Dunes is a 2-mile, 50-acre park stretching from Lincoln Way to Sloat Boulevard. The roadway has been transformed into a vibrant coastal park featuring new play spaces, seating, and public art.



During its first quarter of operation, Sunset Dunes saw:

**OVER
340,000 VISITS¹** 



**ABOUT 70% INCREASE IN WEEKEND VISITATION
COMPARED TO THE SAME TIMEFRAME IN 2024,
AND >100% INCREASE IN WEEKEND VISITATION
COMPARED TO Q1 2025**



**PEAK VISITATION
13,120**



**ON OPENING DAY,
SATURDAY, APRIL 12**

**LOWEST VISITATION
1,180**



Average 52°F, cloudy and strong winds

ON FRIDAY, JUNE 20



AVERAGE VISITATION

**WEEKEND²
6,460/ DAY**

**WEEKDAY
3,230/ DAY**

PEAK VISITATION TIMES

**WEEKEND
11:00 AM**



**WEEKDAY
6:00 PM**

Notes

¹ A visit is counted every time a person passes infrared sensors located along Sunset Dunes

² Weekend counts include holidays: Memorial Day and Juneteenth



SUNSET DUNES

JULY 1 - SEPTEMBER 30, 2025

FACT SHEET

On April 12th, 2025, the San Francisco Recreation and Park Department celebrated the grand opening of Sunset Dunes, the largest pedestrianization project in California's history. Sunset Dunes is a 2-mile, 50-acre park stretching from Lincoln Way to Sloat Boulevard. The roadway has been transformed into a vibrant coastal park featuring new play spaces, seating, and public art.



During its second quarter of operation, Sunset Dunes saw:

OVER
430,000 VISITS¹ 



ABOUT 70% INCREASE IN AVERAGE WEEKEND² VISITATION COMPARED TO THE SAME TIMEFRAME IN 2024, AND ABOUT 20% INCREASE IN AVERAGE WEEKDAY VISITATION COMPARED TO LAST QUARTER



PEAK VISITATION
10,830

Second busiest day of all time



ON SUNDAY,
SEPTEMBER 7

LOWEST VISITATION
2,195

Average of 59°F, cloudy and strong winds



ON MONDAY,
JULY 21



AVERAGE VISITATION

WEEKEND²
6,330/ DAY

WEEKDAY
3,960/ DAY

PEAK VISITATION TIMES

WEEKEND
11:00 AM



WEEKDAY
6:00 PM

Notes

¹ A visit is counted every time a person passes infrared sensors located along Sunset Dunes

² Weekend counts include holidays: Independence Day and Labor Day



SUNSET DUNES

OCTOBER - DECEMBER 2025
FACT SHEET

On April 12th, 2025, the San Francisco Recreation and Park Department celebrated the grand opening of Sunset Dunes, the largest pedestrianization project in California's history. Sunset Dunes is a 2-mile, 50-acre park stretching from Lincoln Way to Sloat Boulevard. The roadway has been transformed into a vibrant coastal park featuring new play spaces, seating, and public art.



FROM OCTOBER TO DECEMBER 2025, SUNSET DUNES SAW

OVER 435,000 VISITS¹
BRINGING THE TOTAL VISITS SINCE OPENING TO
OVER 1.2 million VISITS



~75% INCREASE IN AVERAGE WEEKEND² VISITATION
COMPARED TO THE SAME TIMEFRAME IN 2024

SIMILAR AVERAGE WEEKDAY VISITATION
COMPARED TO LAST QUARTER



PEAK VISITATION
~11,500³

During No Kings Protest and Queer Surf Fundraiser



SATURDAY,
OCTOBER 18

LOWEST VISITATION
~1,000

Rainy day with strong winds



MONDAY,
NOVEMBER 17



AVERAGE VISITATION

WEEKEND
~6,700/ DAY

WEEKDAY
~3,700/ DAY

VISITATION SHARE

WEEKENDS
46%



WEEKDAYS
54%

More than half of all visits occurred on weekdays

Notes

¹ A visit is counted every time a person passes infrared sensors located along Sunset Dunes

² Weekend counts include holidays: Indigenous Peoples' Day, Veteran's Day, Thanksgiving, Black Friday, and Christmas Day

³ Numbers are rounded to the nearest hundred



SUNSET DUNES

JANUARY - MARCH 2026
FACT SHEET

On April 12th, 2025, the San Francisco Recreation and Park Department celebrated the grand opening of Sunset Dunes, the largest pedestrianization project in California's history. Sunset Dunes is a 2-mile, 50-acre park stretching from Lincoln Way to Sloat Boulevard. The roadway has been transformed into a vibrant coastal park featuring new play spaces, seating, and public art.



FROM JANUARY TO MARCH 2026, SUNSET DUNES SAW

OVER 525,000 VISITS¹
BRINGING THE TOTAL VISITS SINCE OPENING TO
OVER 1.7 million visits



COMPARED TO LAST QUARTER, AVERAGE
VISITATION INCREASED **34% ON WEEKENDS²**
AND **19% ON WEEKDAYS**



PEAK VISITATION
~18,700³

During the Half Marathon



SUNDAY,
FEBRUARY 1

LOWEST VISITATION
~400

Cold and rainy day with strong winds



TUESDAY,
FEBRUARY 17



AVERAGE VISITATION

WEEKEND
~8,900/ DAY

WEEKDAY
~4,400/ DAY

VISITATION SHARE

WEEKENDS
49%



WEEKDAYS
51%

About half of all visits occurred on weekdays

Notes

¹ A visit is counted every time a person passes infrared sensors located along Sunset Dunes

² Weekend counts include holidays: New Year's Day, Martin Luther King Jr. Day, and Presidents' Day

³ Numbers are rounded to the nearest hundred



EXHIBIT 13



Re: Sunset Dunes Park - Estimated costs for removal of improvements - Time Sensitive request

From Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>

Date Sat 6/6/2026 10:05 AM

To Madland, Sarah (REC) <sarah.madland@sfgov.org>

Cc Ng, Beverly (REC) <beverly.ng@sfgov.org>; Low, Jen (BOS) <jen.low@sfgov.org>; Farrah, Michael (BOS) <michael.farrah@sfgov.org>

Thank you.

Sent from my Verizon, Samsung Galaxy smartphone

Get [Outlook for Android](#)

From: Madland, Sarah (REC) <sarah.madland@sfgov.org>

Sent: Wednesday, June 3, 2026 6:15:50 PM

To: Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>

Cc: Ng, Beverly (REC) <beverly.ng@sfgov.org>; Low, Jen (BOS) <jen.low@sfgov.org>; Farrah, Michael (BOS) <michael.farrah@sfgov.org>

Subject: Re: Sunset Dunes Park - Estimated costs for removal of improvements - Time Sensitive request

Supervisor,

Here is what my staff put together with the MTA. Please let me know if you have any questions.

Sarah

RPD removal of park elements + repave and restore: \$0.75M (includes hard + soft costs)

SFMTA restore signals from Judah to Sloat: \$8.8M (includes hard + soft costs)

SFMTA signal replacement at Lincoln/Great Highway: \$1.2M (*only hard costs*)

Sarah Madland

General Manager

San Francisco Recreation and Park Department | City & County of San Francisco

McLaren Lodge in Golden Gate Park | 501 Stanyan Street | San Francisco, CA | 94117

(415) 831-2701 | Sarah.Madland@sfgov.org



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Sign up for our [e-News](#)

From: Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>
Sent: Tuesday, June 2, 2026 1:54 PM
To: Madland, Sarah (REC) <sarah.madland@sfgov.org>
Cc: Ng, Beverly (REC) <beverly.ng@sfgov.org>; Low, Jen (BOS) <jen.low@sfgov.org>; Farrah, Michael (BOS) <michael.farrah@sfgov.org>
Subject: Re: Sunset Dunes Park - Estimated costs for removal of improvements - Time Sensitive request

As soon as possible.

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Madland, Sarah (REC) <sarah.madland@sfgov.org>
Sent: Tuesday, June 2, 2026 1:53:23 PM
To: Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>
Cc: Ng, Beverly (REC) <beverly.ng@sfgov.org>; Low, Jen (BOS) <jen.low@sfgov.org>; Farrah, Michael (BOS) <michael.farrah@sfgov.org>
Subject: Re: Sunset Dunes Park - Estimated costs for removal of improvements - Time Sensitive request

Supervisor,
Thank you for your email. We will get to work on this and work with the MTA to provide you a comprehensive answer. By when would you like this information?

My best,
Sarah

Sarah Madland
General Manager

San Francisco Recreation and Park Department | City & County of San Francisco
McLaren Lodge in Golden Gate Park | 501 Stanyan Street | San Francisco, CA | 94117

(415) 831-2701 | Sarah.Madland@sfgov.org



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Watch us on [sfRecParkTV](#)
Sign up for our [e-News](#)

From: Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>
Sent: Tuesday, June 2, 2026 1:37 PM
To: Madland, Sarah (REC) <sarah.madland@sfgov.org>
Cc: Ng, Beverly (REC) <beverly.ng@sfgov.org>; Low, Jen (BOS) <jen.low@sfgov.org>; Farrah, Michael (BOS) <michael.farrah@sfgov.org>
Subject: Sunset Dunes Park - Estimated costs for removal of improvements - Time Sensitive request

Hi Director Madland,

I am writing to inquire about your estimated costs for removal of recreation equipment in Sunset Dunes park should the park be decommissioned from service to the people of San Francisco as a park and be returned to its use as a road for cars. If you have those, would you please share them with my office? Do those costs also include the replacement of the stop lights and reconfiguration of the intersections at Lincoln and Sloat or are those separate costs I would have to ask the MTA? Thank you.

Myrna Melgar
District 7 Supervisor
City and County of San Francisco



Re: Sunset Dunes Park cost to return to highway use - Time Sensitive Request

From Ramos, Joel <Joel.Ramos@sfmta.com>

Date Tue 6/2/2026 3:27 PM

To Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; Kirschbaum, Julie B <Julie.Kirschbaum@sfmta.com>

Cc Low, Jen (BOS) <jen.low@sfgov.org>; Farrah, Michael (BOS) <michael.farrah@sfgov.org>; Adkins, Joe (BOS) <joe.adkins@sfgov.org>

Dear Supervisor Melgar,

Thank you for reaching out about estimated costs to restore automobile traffic to the Great Highway, as it was before the creation of Sunset Dunes Park.

To restore signalized intersections for automobile traffic along the Great Highway as it was before the creation of Sunset Dunes Park would require an estimated cost of \$8.8M for new traffic signals between Sloat Blvd. and Judah St.

We already have funding to cover the cost of the needed improvements at Lincoln Ave.

The cost is a bit lower per intersection than the standard \$1.5M per intersection because 65% of the design work had already been done to replace the aged and obsolete traffic signals at Judah, Lincoln, Noriega, Pacheco, Rivera, Taraval and Vicente Steets. These intersections are also a bit less complex than a standard 4-way intersection, requiring less than the average estimated cost of \$1.5M to signalize an intersection in San Francisco.

Please let us know if you need any additional information, or if we can be helpful in any other way.

Sincerely

-Joél T. Ramos
Local Government Affairs Manager
San Francisco Municipal Transportation Agency
(415)646-2067
joel.ramos@sfmta.com
www.sfmta.com

*Please pardon typos and curt replies. This message was typed from my tiny phone's teeny keyboard.

From: Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>

Sent: Tuesday, June 2, 2026 2:16:53 PM

To: Kirschbaum, Julie B <Julie.Kirschbaum@sfmta.com>

Cc: Ramos, Joel <Joel.Ramos@sfmta.com>; Low, Jen (BOS) <jen.low@sfgov.org>; Farrah, Michael (BOS)

<michael.farrah@sfgov.org>; Adkins, Joe (BOS) <joe.adkins@sfgov.org>

Subject: Sunset Dunes Park cost to return to highway use - Time Sensitive Request

Director Kirschbaum,

I am looking for the estimated costs for removal of recreation equipment in Sunset Dunes park should the park be decommissioned from service to the people of San Francisco as a park and be returned to its use as a road for cars. I have made the request to the Rec and Parks Department and would also need to include the replacement of the stop lights and reconfiguration of the intersections at Lincoln and Sloat which would be costs to your Department. Thank you.

Myrna Melgar
District 7 Supervisor
City and County of San Francisco

EXHIBIT 14



Carla Short, Interim Director | Director's Office

carla.short@sfdpw.org | T. 628.271.3078 | 49 South Van Ness Ave. Suite 1600, San Francisco, CA 94103

Date: March 22, 2023

To: Angela Calvillo
Clerk of the Board of Supervisors

Through: Carla Short, Interim Public Works Director
DiJaida Durden, Deputy Director for Operations

From: Matthew T. Naclerio, Superintendent
Bureau of Building and Street Repair

Subject: Report on Sand Management Options for the Great Highway

Dear Ms. Calvillo and San Francisco Board of Supervisors:

On December 13, 2022, the Board of Supervisors approved an Ordinance establishing a pilot program that restricts private vehicles on the Great Highway from Lincoln Way and Sloat Boulevard during weekends and holidays program until December 31, 2025. The Ordinance also directed San Francisco Public Works to develop a Great Highway Sand Management Plan detailing how Public Works will manage and maintain this section of the Great Highway free of sand incursions, along with any required resource or policy changes. Attached is the Report on Sand Management Options for the Great Highway.

Should you have questions or require additional information, please contact Matt Naclerio at matthew.naclerio@sfdpw.org or at (415) 695-2090.

cc: London Breed, Mayor
Carmen Chu, City Administrator

Attachment: Report on Sand Management Options for the Great Highway



Carla Short, Interim Director | Director's Office

carla.short@sfdpw.org | T. 628.271.3078 | 49 South Van Ness Ave. Suite 1600, San Francisco, CA 94103

Report on Sand Management Options for the Great Highway

Background:

The Great Highway is under the jurisdiction of the Recreation and Park Department (Rec and Park). In 1992, Rec and Park entered into an agreement (Exhibit 1) with the Department of Public Works, now San Francisco Public Works, to address maintenance responsibilities for the Great Highway. This agreement assigned maintenance responsibilities to Public Works, Rec and Park, the San Francisco Public Utilities Commission (SFPUC) and Golden Gate National Recreational Area (GGNRA) along three roadway segments: Cliff House to Lincoln Way, Lincoln Way to Sloat Boulevard and Sloat Boulevard to Skyline Boulevard.

In accordance with the agreement, while Public Works is responsible for asphalt maintenance for all three segments of the roadway, the department is only responsible for sand removal on the Lincoln Way to Sloat Boulevard segment and along the seawall/promenade. Public Works does not have dedicated staff to perform this work and sand clearing is prioritized with other work responsibilities, including block paving, pothole repair and asphalt patching. Although sand clearing along the other roadway segments and maintenance of the sand dunes are not identified as a Public Works responsibility, Public Works has provided this extra service, when staffing and funding are available.

During the COVID-19 emergency, Rec and Park restricted private vehicles on the Great Highway from Lincoln Way to Sloat Boulevard, seven days a week, to allow for non-motorized vehicle recreational use (bicyclists, pedestrians, etc.). This resulted in private vehicles diverting to residential streets in the Sunset District and led the San Francisco Municipal Transportation Agency (SFMTA) to implement traffic regulations along Lincoln Way and the surrounding areas.

In mid-August 2021, Rec and Park modified the closures to be in effect only on holidays and on weekends (12 p.m. Fridays to 6 a.m. Mondays). On December 13, 2022, the Board of Supervisors approved a pilot program that extended the weekend closures until December 31, 2025. During this pilot, Rec and Park and SFMTA will study the transportation and recreational impacts of the closures and report their findings to the Board of Supervisors. In addition, Public Works was directed to develop a sand management plan for this segment of the Great Highway.

Discussion:

Work Performed by Public Works:

In general, the work performed by Public Works falls into the following three activities:

- remove the beach sand that accumulates on the Great Highway from Lincoln Way to Skyline Boulevard;
- remove the beach sand that accumulates on the promenade and stairs leading to Ocean Beach; and
- annually, in June, after the federally protected Western Snowy plover has vacated Ocean Beach, clear the sand away from the ocean side of the seawall and reduce the width and height of the sand dunes at key intersections.

The limits and frequency of these activities vary based on available funding and the amount of sand that accumulated on the roadway, promenade/seawall and dunes during the previous year.

The objective of the sand dune reshaping is to reduce the amount of sand that falls onto the street as the sand dunes build up over time, and thereby reduce the number of times the street is closed for sand removal. Due to funding shortfalls and the high demand for sand removal from the street, funding for this work has been reduced over time and sand migration onto the street from the dunes happens earlier and more frequently than in the past due to a shifting weather pattern. The importance of this annual sand clearing activity cannot be overstated because it is the only pre-emptive method available to reduce the amount of sand that falls onto the roadway and promenade. The windblown sand that occurs throughout the year cannot be anticipated or proactively addressed.

As previously mentioned, both the scope of work for the annual project and the regular street cleaning work are reduced each year to stay within the established budget. For example, although the Special Use Permit issued by the National Park Service specifies sand clearing at the seawall to create a 30-foot wide, funding has been insufficient to complete this work. To stay within the approved budget, the width of the excavation zone is reduced periodically in consultation with the National Park Service. In addition, when necessary, the amount of sand dune reduction work performed at key intersections also is reduced.

Last year, because additional funding for the annual project was secured late in the fiscal year, there was insufficient time to hire a contractor through the Job Order Contract process and the annual sand clearing was performed by Public Works staff. Public Works staff rented equipment – two dozers and two excavators – to perform the work. Based on the success of this work, staff recommends continuing performing the work in-house with rented equipment.

Funding:

Historically, the SFPUC funds the City's sand removal activities to reduce sand entering the catch basins and manhole-access covers that connect to the underground transport box and storage structures that run along the roadway and enter the Oceanside Sewer Treatment Plant. This work has the added benefit of allowing motor vehicles and bicyclists to travel safely along this important

north-south arterial. For improved area-wide traffic circulation, the SFMTA is also interested in minimizing the roadway closures due to sand intrusion.

For more than 10 years, funding for this work has remained fixed at about \$240,000 annually, with a 5% reduction (\$228,000) from 2016 through 2019, and has not kept pace with inflation and City-approved cost-of-living adjustments. In addition, years of below-average rainfall and increased wind forces have resulted in a greater amount of sand migrating onto the roadway and the rapid reestablishment of sand dunes. Because of these factors, Public Works has been unable to adequately address the sand management needs of the Great Highway to the full extent required. This has led to more frequent and prolonged street closures and fewer sand dunes being proactively reshaped to lessen sand intrusion onto the roadway.

Meeting with Great Highway Partners:

To address the ongoing funding shortfall and its impacts, Public Works convened meetings with its Great Highway partners in 2021 to discuss funding options and cost-saving measures, including whether maintenance responsibilities could be shared, reduced or discontinued. Public Works also investigated the potential for locating a sand-moving loader truck close to the Great Highway to reduce driving time and improve efficiencies. Because of the low speed that the loader drives on City streets, it currently takes about 40 minutes to drive from the Public Works Operations Yard in the Bayview to the Great Highway; reducing this drive time would result in more time to clear sand.

Representatives from Rec and Park, SFPUC, and GGNRA met on several occasions. While no other partner was able to assume maintenance responsibilities or share or store equipment, an additional \$175,000 was provided by SFPUC, and Rec and Park provided \$50,000 last fiscal year so the annual project could move forward. This fiscal year, SFPUC increased its funding to \$331,243; Rec and Park provided \$30,000; and Board of Supervisors, with the support of Mayor Breed, approved \$250,000 in separate funding for the sand-clearing activities. Total funding for this fiscal year is \$611,243. Staff has set aside \$250,000 for the annual project, which represents about half the estimated need. With less funding, staff will be required to reduce the width of the area cleared along the seawall, from the recommended 30 feet to 15 or 20 feet instead, and to reduce the dimensions of the proactive reshaping of the sand dunes. The reduction will result in sand spilling onto the roadway sooner. The remaining funds will be used to clear sand at an estimated annual rate of two days every two to three weeks.

Note that the GGNRA has rebuffed the City's request to provide any funding for sand management along the Great Highway, even though the sand that ends up on the roadway and promenade migrates from federal beach land.

Sand Management Strategies:

As mentioned previously, Public Works does not have dedicated staff to perform Great Highway sand-clearing activities. Work is balanced with other City roadway safety and repair priorities. Public Works staff currently clears sand about two days every two to three weeks, depending on

the time of year. Unfortunately, because there is no dedicated staff, this work is sometimes performed after hours and subject to overtime rates. To provide dependable sand management, funding for a dedicated crew is necessary and a desired frequency for sand clearing identified. The following scenarios vary the frequency of sand clearing from the roadway and promenade and provides funding for the annual dune reshaping and seawall clearing – an essential component of any sand management strategy.

Scenario 1 – Sand Clearing Two Days Every Two Weeks and Annual Project (15 days):

Estimate cost: ~\$845,000

Based on past experience, the minimum amount of time needed to clear sand from the Great Highway between Lincoln Way and Sloat Boulevard and open the Great Highway to vehicular traffic is approximately two consecutive days. The first scenario assumes a dedicated crew will be provided for two consecutive days every two weeks at a cost of about \$351,000, based on existing hourly rates. However, this scenario still could result in ongoing and sustained closures of the roadway, especially during the weeks when dedicated staff isn't available to perform sand clearing activities.

Table 1. Cost to Fund Sand Clearing of Roadway/Promenade Two Days Every Two Weeks

<u>Class</u>	<u>Title</u>	<u>Positions</u>	<u>Hours</u>	<u>Hourly Rate</u>	<u>Hourly Rate with Overhead</u>	<u>Total</u>
7328	Operating Engineer	2	416	59.81	179.44	\$ 149,292.00
7355	Truck Driver	2	416	51.94	155.81	\$ 129,636.00
7502	Asphalt Worker/Laborer	1	416	41.30	123.90	\$ 51,542.40
7282	Street Repair Sup II	1	104	64.23	192.68	\$ 20,038.20
					TOTAL	\$ 350,508.60

In general, the roadway clearing operations would consist of the following:

- The first Operating Engineer picks up sand from the roadway and loads sand into a waiting dump truck of the first Truck Driver
- The first Truck Driver 1 drives to and unloads sand at areas where there is bank erosion (south of the Sloat Boulevard), where a second Operating Engineer in a loader truck is waiting
- The first Truck Driver unloads sand near the area of bank erosion
- The second Operating Engineer pushes the sand over the bank to reduce erosion
- During this time, the first Operating Engineer loads sand into the second dump truck, operated by a second Truck Driver
- The second Truck Driver 2 drives to the bank erosion location and unloads sand
- The first Truck Driver 1 returns to the first Operating Engineer to be reloaded
- Work continues as above for the workday
- Asphalt Worker/Laborer clears sand from benches, around trash receptacles, observation areas and access ramps, as well as provides traffic control as needed

- The second Truck Driver, meanwhile, operates a mechanical sweeper on the promenade, as needed, to clear sand, possibly one day every two weeks
- Minimum supervisory costs are also included

Funding also needs to be provided for the annual sand dune reshaping and seawall clearing project. Based on the current conditions of the sand dunes between Lincoln Way and Sloat Boulevard, and the importance of proactively reshaping the dunes to postpone the natural migration of sand into the roadway, this scenario proposes the annual project consist of 15 12-hour days. The cost for this work, including rental equipment, is about \$493,000, based on existing hourly rates.

Table 2. Cost to Fund Annual Dune Reshaping and Seawall Clearing 15 days (4 hours OT):

<u>Class</u>	<u>Title</u>	<u>Positions</u>	<u>Hours</u>	<u>Hourly Rate</u>	<u>Hourly Rate with Overhead</u>	<u>Total</u>
7328	Operating Engineer	4	210	59.81	179.44	\$ 150,727.50
7355	Truck Driver	2	210	51.94	155.81	\$ 65,441.25
7502	Asphalt Worker/Laborer	2	210	41.30	123.90	\$ 52,038.00
7220	Asphalt Finisher Sup I	1	210	58.10	174.30	\$ 36,603.00
7282	Street Repair Sup II	1	40	64.23	192.68	\$ 7,707.00
					Sub-Total	\$ 312,516.75
					Equipment Rental	\$ 180,000.00
					TOTAL	\$ 492,516.75

The total cost to perform sand clearing two days a week every two weeks and the annual sand clearing for 15 days is detailed below.

Table 3. Cost for Scenario One

<u>Activity</u>	<u>Estimated Cost</u>
Sand Clearing - 2 days/wk every 2 weeks:	\$ 350,508.60
Annual Project (15 12-hour days):	\$ 492,516.75
Total	\$ 843,025.35

Scenario 2 – Sand Clearing Two Days per Week and Annual Project (15 days):

Estimated Cost: ~\$1.2M

Similar to Scenario 1, staff will clear sand from the Great Highway for two consecutive days using the same sand clearing operations detailed above. However, unlike the first scenario, which provided sand clearing every two weeks, this scenario will provide weekly sand clearing. This scenario is estimated to cost about \$700,000 based on existing hourly rates. While this scenario will reduce the number of roadway closures, periodic closures that may last several days are to be expected, especially during the days when dedicated staff isn't available to perform sand-clearing activities.

Table 4. Cost to Fund Sand Clearing of Roadway/Promenade Two Days per Week

<u>Class</u>	<u>Title</u>	<u>Positions</u>	<u>Hours</u>	<u>Hourly Rate</u>	<u>Hourly Rate with Overhead</u>	<u>Total</u>
7328	Operating Engineer	2	832	59.81	179.44	\$ 298,584.00
7355	Truck Driver	2	832	51.94	155.81	\$ 259,272.00
7502	Asphalt Worker/Laborer	1	832	41.30	123.90	\$ 103,084.80
7282	Street Repair Sup II	1	208	64.23	192.68	\$ 40,076.40
					TOTAL	\$ 701,017.20

The annual sand-clearing activities under this scenario would be the same as Scenario 1 - 15 12-hour days. The cost for this work, including rental equipment, is about \$493,000, based on existing hourly rates.

Table 5. Cost to Fund Annual Dune Reshaping and Seawall Clearing 15 days (4 hours OT):

<u>Class</u>	<u>Title</u>	<u>Positions</u>	<u>Hours</u>	<u>Hourly Rate</u>	<u>Hourly Rate with Overhead</u>	<u>Total</u>
7328	Operating Engineer	4	210	59.81	179.44	\$ 150,727.50
7355	Truck Driver	2	210	51.94	155.81	\$ 65,441.25
7502	Asphalt Worker/Laborer	2	210	41.30	123.90	\$ 52,038.00
7220	Asphalt Finisher Sup I	1	210	58.10	174.30	\$ 36,603.00
7282	Street Repair Sup II	1	40	64.23	192.68	\$ 7,707.00
					Sub-Total	\$ 312,516.75
					Equipment Rental	\$ 180,000.00
					TOTAL	\$ 492,516.75

The total cost to perform sand clearing two days a week and the annual sand clearing for 15 days is detailed below.

Table 6. Cost for Scenario Two

<u>Activity</u>	<u>Estimated Cost</u>
Sand Clearing - 2 days/wk every week:	\$ 701,017.20
Annual Project (15 12-hour days):	\$ 492,516.75
Total	\$ 1,193,533.95

***Scenario 3 - Daily (Monday through Friday) Sand Clearing and Annual Project (10 days):
Estimated Cost: ~\$1.7M***

To minimize closures of the Great Highway on a regular basis, the Board of Supervisors could consider funding a crew to provide daily (Monday through Friday) sand clearing. While the roadway would need to be closed during the sand clearing activities, providing a dedicated staff for daily sand clearing should result in significantly shorter closures and could be timed to avoid rush hour commute morning traffic.

Daily (Monday through Friday) sand clearing will cost an estimated ~\$1.32 million, based on current hourly rates. This funding will provide one Operating Engineer and two Truck Drivers every day (Monday-Friday) to clear sand from the roadway. One of the truck drivers also would function as a street sweeper to clear sand from the promenade and the roadway. The Asphalt Worker (Laborer) will clear sand from the promenade lookout and stairs and provide traffic control, when needed. Minimum supervisory costs are also included.

Table 7. Cost to Fund Daily Sand Clearing of Roadway/Promenade

<u>Class</u>	<u>Title</u>	<u>Positions</u>	<u>Hours</u>	<u>Hourly Rate</u>	<u>Hourly Rate with Overhead</u>	<u>Total</u>
7328	Operating Engineer	1	2080	59.81	179.44	\$ 373,230.00
7355	Truck Driver	2	2080	51.94	155.81	\$ 648,180.00
7502	Asphalt Worker/Laborer	1	2080	41.30	123.90	\$ 257,712.00
7282	Street Repair Sup II	1	208	64.23	192.68	\$ 40,076.40
					TOTAL	\$ 1,319,198.40

Based on current conditions and the assumption that daily sand clearing will occur, staff believes the scope of work for the annual project can be reduced to 10 12-hour days. The cost for this work, including rental equipment, is about \$360,000, based on existing hourly rates.

Table 8. Cost to Fund Annual Dune Reshaping and Seawall Clearing 10 days (4 hours OT):

<u>Class</u>	<u>Title</u>	<u>Positions</u>	<u>Hours</u>	<u>Hourly Rate</u>	<u>Hourly Rate with Overhead</u>	<u>Total</u>
7328	Operating Engineer	4	140	59.81	179.44	\$ 100,485.00
7355	Truck Driver	2	140	51.94	155.81	\$ 43,627.50
7502	Asphalt Worker/Laborer	2	140	41.30	123.90	\$ 34,692.00
7220	Asphalt Finisher Sup I	1	140	58.10	174.30	\$ 24,402.00
7282	Street Repair Sup II	1	28	64.23	192.68	\$ 5,394.90
						\$ 208,601.40
				Equipment Rental		\$ 150,000.00
					TOTAL	\$ 358,601.40

The total cost to perform daily sand clearing and the annual sand clearing for 10 days is detailed below.

Table 9. Cost for Scenario Three

<u>Activity</u>	<u>Estimated Cost</u>
Sand Clearing - Monday through Friday:	\$ 1,319,198.40
Annual Project (10 12-hour days):	\$ 358,601.40
Total	\$ 1,677,799.80

Conclusion:

Until recently, funding for sand clearing along the Great Highway, including the annual sand dune reshaping and seawall clearing project, has remained fixed and not kept pace with inflation and City-approved cost of living adjustments. In addition, years of below-average rainfall and increased wind forces have resulted in a greater amount of sand migrating onto the roadway. Over time, to stay within the approved budget allocations, Public Works has needed to reduce the scope of work for the sand removal activities along the Great Highway. This has led to more frequent and prolonged street closures and fewer sand dunes being reshaped.

Based on the increased funding provided this fiscal year, Public Works has been clearing sand from the roadway at an annual rate of two days every two to three weeks. Public Works does not have dedicated staff to perform this work and sand clearing is prioritized with other work responsibilities, including block paving, pothole repair and asphalt patching. Providing an ongoing funding source to provide a dedicated crew responsible for clearing sand from the Great Highway is the most reliable way to minimize impacts to multi-modal users of the roadway.

Three scenarios were provided for consideration, with costs ranging from \$845,000 to \$1.7 million. While none of the scenarios completely eliminate the need for street closures, providing a dedicated crew to perform daily clearing of the Great Highway (Monday through Friday) is the best option to minimize the frequency and duration of street closures.

Recommendation

Appoint a Task Force comprised of Public Works, Rec and Park, SFPUC and SFMTA to develop a formal Memorandum of Understanding (MOU) identifying the roles, responsibilities, and cost-sharing obligations of each department to support Sand Management Scenario 3. The MOU also should identify the lead agency to develop options and costs to stabilize the sand dunes. The objective of the sand dune stabilization strategy is to limit the migration of sand from the dunes to the street, so the need for the annual sand dune reshaping project is reduced over time.

In addition, Public Works recommends that the City's executive and legislative branches continue to press the GGNRA, as part of the National Park Service, to contribute funding for sand-management activities, since the sand blows from federal beach land onto the adjacent City property.

MTN/mn

Attachments:

Exhibit 1 – Great Highway – Jurisdiction and Management

City and County of San Francisco

Recreation and Park Department



GREAT HIGHWAY
From Cliff House to Skyline Boulevard
Jurisdiction and Maintenance

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OCT 27 1992
P.M. DIVISION

	<u>Jurisdiction</u>	<u>Maintenance</u>
1. <u>Cliff House to Lincoln Way</u>		
a) Roadway	Rec/Park	DPW
b) West of roadway, including promenade, seawall, beach	GGNRA	GGNRA
2. <u>Lincoln Way to Sloat Blvd.</u> (see attached drawings)		
a) Roadway and median sand removal, plantings	Rec/Park	DPW
b) Seawall/promenade* sand removal, litter units, graffiti removal	Rec/Park	DPW
c) Eastside plantings, irrigation system, recreational trail	Rec/Park	Rec/Park
d) CCSF/GGNRA boundary is 50' west of westerly edge of new roadway		
° westerly dunes on CCSF property, including plantings and litter removal	Rec/Park	Rec/Park
° soft surface recreational trail rough grading of accumulated sand	Rec/Park	DPW
° paths to beach (including fence)		
- City property	Rec/Park	Rec/Park
- GGNRA property	GGNRA	GGNRA
° Dunes west of CCSF/GGNRA boundary, including plantings and litter	GGNRA	GGNRA
° Beach	GGNRA	GGNRA
e) Lighting fixtures	Rec/Park	PUC/DOE

3. Sloat Blvd. to Skyline Blvd.

a) Roadway and median

Rec/Park DPW

b) Parking areas, plantings, beach
access, west of roadway, restroom

GGNRA GGNRA

*Between approximately Noriega and Rivera Streets

00224/8/21/92

EXHIBIT 15



OFFICE OF THE CONTROLLER
CITY AND COUNTY OF SAN FRANCISCO

Greg Wagner
Controller
ChiaYu Ma
Deputy Controller

Ms. Angela Calvillo
Clerk of the Board of Supervisors
1 Dr. Carlton B. Goodlett Place Room 244
San Francisco, CA 94102-4689

July 15, 2024

RE: File 240706 – Initiative Ordinance – Park Code – Parkway at Upper Great Highway

Dear Ms. Calvillo,

Should the proposed Charter amendment be approved by the voters, in my opinion, it would likely reduce the cost of government by reducing the need for sand removal and reducing the scope of some traffic-related capital improvement projects along the Upper Great Highway.

The proposed initiative ordinance would amend the Park Code to prohibit all private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard. The ordinance reaffirms existing restrictions of private vehicles from the Great Highway Extension, which runs from Sloat Boulevard to Skyline Boulevard.

If the proposed initiative ordinance is approved, the Upper Great Highway would still require sand removal to maintain a portion of the roadway for emergency vehicles, other government vehicles, and recreational uses. Depending on future operational decisions made by City departments, this could result in cost savings ranging from approximately \$150,000 to \$500,000 annually.

Additionally, the proposed initiative ordinance would likely result in decreased capital project costs for funded transportation projects. The proposed ordinance would reduce the need to replace existing traffic signals on the Upper Great Highway, resulting in up to approximately \$4.3 million of saving, which may be offset by future traffic signals and traffic calming projects. Additionally, removing the existing traffic signals would result in savings of approximately \$21,000 per year in electricity and maintenance costs.


Finally, the proposed initiative ordinance may result in increased trash pick-up and Park Ranger patrols and would eliminate the need to open and close the Upper Great Highway twice per week.

Sincerely,
Janice Levy FOR
ChiaYu Ma
Deputy Controller

Note: This analysis reflects our understanding of the proposal as of the date shown. At times further information is provided to us which may result in revisions being made to this analysis before the final Controller's statement appears in the Voter Information Pamphlet.

EXHIBIT 16

Emergency vehicle access and evacuation route

 engardio.com/dem-letter-evacuation-routes



My office sent a letter of inquiry to the Department of Emergency Management and the San Francisco Fire Department asking about emergency evacuation plans and routes.

Note the fire chief and the emergency management director stated: “The Upper Great Highway is not a designated emergency evacuation route and closing it to private vehicles will not change our existing emergency response protocols.”

Also note that emergency vehicles will still be able to access the Upper Great Highway after it becomes a park.



Department of Emergency Management

San Francisco City Hall, Room 344
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Phone: (415) 558-3800



Daniel Lurie
Mayor

Mary Ellen Carroll
Executive Director

February 12, 2025

Dear Supervisor Engardio,

This letter is in response to your inquiry regarding emergency evacuations and the Upper Great Highway. We will address your questions in groups given their overlapping subjects:

#1 & 5 – What are the department’s existing plans to alert and notify residents when an evacuation order is announced? In the event emergency exit routes found in the existing evacuation plans are compromised, what is the process by which departments inform residents of those changes in a timely and orderly fashion?

During emergencies, a combination of technology and human resources is the most effective way to reach the largest number of impacted people. This was the case on December 5, 2024, when the National Weather Service issued a Tsunami Warning via Wireless Emergency Alert (WEA) to cell phones within San Francisco County (among others) due to an earthquake off the coast of Humboldt County.

The Department of Emergency Management immediately shared this WEA message via AlertSF and social media and convened an Incident Management Team (IMT) call with city leadership to initiate an evacuation of beaches and low-lying coastal areas. Within minutes, first responders were on site warning the public of the tsunami risk using the public address systems mounted to their vehicles. These efforts resulted in a successful evacuation of the potentially impacted areas, as evidenced by this photo of Ocean Beach taken by local photographer Gary Lenhart around 12pm on December 5:



The mechanisms by which we communicate with the public do not differ between an initial evacuation order and subsequent updates or changes.

#2, 3, & 4 – How will city departments ensure an orderly evacuation process? Is the Upper Great Highway an emergency evacuation route? What are the potential challenges or risks associated with use of the Upper Great Highway as a route to escape the city? Has San Francisco designated any specific evacuation routes?

San Francisco's emergency plans are flexible, adaptable, and scalable to any hazard that may impact our city. Due to our density and built environment, we cannot predict with any meaningful degree of certainty which routes will be safe or accessible following a damaging earthquake or other major disaster. Given that flexibility is essential to successful emergency response, the city does not pre-designate specific evacuation routes or thoroughfares. The Upper Great Highway is not a designated evacuation route and closing it to private vehicles will not change our existing emergency response protocols.

In an emergency requiring an evacuation, trained public safety personnel will make the best decisions in the moment, including routes, to protect residents, guests, and workers. Following a Tsunami Warning, the city will utilize our Tsunami Evacuation Response Plan to carry out evacuations as necessary depending on anticipated wave height, as we did on December 5. Tsunami evacuation routes always lead away from the ocean; therefore no one should be travelling along the Upper Great Highway.

Following a damaging earthquake, individuals and families should assess damage to their homes to decide whether to shelter in place or evacuate. These evacuations will vary in route and destination – both of which will be determined by hazards on public rights of way, including broken water and gas mains, downed power lines, and debris. San Francisco's first responders are prepared to perform evacuations in any neighborhood at any time, including along the Upper Great Highway and its environs.

The same principles will apply during an urban conflagration (which may occur following a damaging earthquake), with evacuation routes leading away from the fire and varying depending on the exact scope of the hazard and accessibility of different roads. In most cases, evacuating to a nearby open space away from buildings will be the safest option. By taking steps to prepare now, including packing go-bags and making plans with their loved ones, residents can help ensure a timely and orderly evacuation in response to any hazard that threatens their homes.

6 – Can you confirm that Emergency Vehicles will be able to access and leverage the Great Highway even when it is designated as a public park?

Emergency vehicles are still able to access the Great Highway and there are no plans underway to change or limit that access.

Regards,



Mary Ellen Carroll
Executive Director
Department of Emergency Management



Chief Dean M. Crispen
San Francisco Fire Department

說明：海傍高速公路分為三段，Lincoln Way至Point Lobos Ave為北段，這一段路線並不會因Prop K而關閉，將保持暢通；Sloat往南至Skyline Blvd為南段，此段由於嚴重的海岸侵蝕，正在落入大海，為公共安全考慮已經確定將會關閉；Lincoln Way至Sloat Blvd為中段，就地理位置來說處於中間位置，然英文稱為Upper Great Highway，直接翻譯為“海傍高速公路上段”。此段路線將在今年3月14日向車輛關閉，並在4月12日開放成為公園。

2025年2月12日

尊敬的市參事殷嘉立，

此信函是回應您對緊急撤離和海傍高速公路上段（Upper Great Highway）相關的問詢。由於一部分問題有所重合，因此我們會將幾個問題合併回應：

#1 & 5 – 當宣布撤離命令時，三藩市緊急管理部門如何通知居民？如果目前的撤離計劃中的緊急撤離路線受阻，部門如何及時有效地通知居民變更情況？

在緊急情況下，利用技術手段和人力資源來迅速通知受影響的居民是最有效的方式。以2024年12月5日洪堡縣的地震引發海嘯警報為例，當時國家氣象局便是通過無線緊急警報（WEA）向三藩市縣（及其他地區）的手機發送了警報。

緊急管理部門立即通過AlertSF和社交媒體平台轉發該WEA警報信息，並與市政府領袖召開了事故管理小組（IMT）電話會議，啟動了針對海灘及低窪沿海地區的撤離。幾分鐘內，先遣急救員已經抵達現場，並利用車輛上安裝的公共廣播系統向公眾警告海嘯風險。這些措施成功地將可能受影響的區域撤離。本地攝影師Gary Lenhart在2024年12月5日中午12點左右拍攝的海洋海灘照片證明了當時的撤離情況：



無論是初步撤離命令，還是後續的更新或變動，我們與公眾的溝通方式都始終保持一致。

#2、#3、#4 – 城市部門將如何確保撤離有序進行？海傍高速公路上段是否緊急撤離路線？使用海傍高速公路上段作為撤離路徑可能會面臨哪些挑戰與風險？三藩市是否指定了特定的撤離路線？

三藩市的緊急應對計劃具備高度彈性，並能隨著具體情況進行調整，應對各種可能影響我們城市的災害。由於三藩市的城市密度和複雜的建設環境，我們無法預測在重大地震或其他災難後，哪些路線是安全或可行的。因此，市政府並未預先指定固定的撤離路線或幹道，因為在緊急情況下，靈活應變是關鍵。海傍高速公路上段並非指定的撤離路線，關閉海傍高速公路上段也不會改變我們現有的緊急應對程序。

在需要緊急撤離的情況下，經過專業訓練的公共安全人員會根據當時的情況，迅速作出包括撤離路線在內的最佳決策，以保護居民、遊客和工作人員的安全。在發生海嘯警報的情況下，市政府會根據預測的海浪高度，啟動海嘯撤離應對計劃，並依照地形特點指引民眾避開海岸，正如我們

在2024年12月5日所做的那樣。海嘯撤離路線總是指引民眾遠離海岸；因此，任何人都不應沿海傍高速公路上段行駛。

在發生破壞性地震的情況下，每位市民和每個家庭都應自行評估自家庭院的損壞情況，決定是就地避難還是撤離。撤離路線和目的地取決於現場狀況，包括破裂的水管和燃氣管線、倒塌的電線以及道路上的其他碎片等等因素都將影響路線。三藩市的先遣急救隊已準備好隨時在任何社區內進行撤離，包括海傍高速公路上段及其周邊區域。

同樣的原則也適用於城市火災的情況（可能發生在地震之後）。撤離路線將會避開火災區域，並根據當時的實際危險範圍和道路狀況做出調整。在大多數情況下，遠離建築物的開放空間是最為安全的選擇。居民通過事先準備，包括整理應急包和與家人制定應急計劃，能夠在災難發生時迅速、有序地撤離，確保自身安全。

#6 – 您可否確認，即使海傍高速公路上段成為公共公園，緊急車輛仍可進入並使用該路段？

緊急車輛仍可進入海傍高速公路，目前並無計劃更改或限制其通行權限。

此致， Mary Ellen Carroll，執行主任-緊急管理部門 Chief Dean M. Crispin，三藩市消防局

The San Francisco Department of Emergency Management issued the following statement about an outdated map: *“This map displays roads the city may prioritize for debris removal following a major earthquake. This map is almost 20 years old and no longer relevant. It does not display emergency evacuation routes and should not be interpreted as such.”*

三藩市應急管理部門就以下已過時的地圖發表了聲明：

「此地圖顯示了城市在大地震後用於清理廢墟碎片的優先道路。這張地圖已接近20年之久，當前已不再適用。它顯示的不是應急疏散路線，亦不應被解讀為應急疏散路線。」

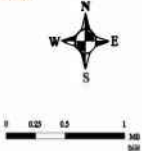
Department of Public Works Emergency Priority Routes

December 8, 2005

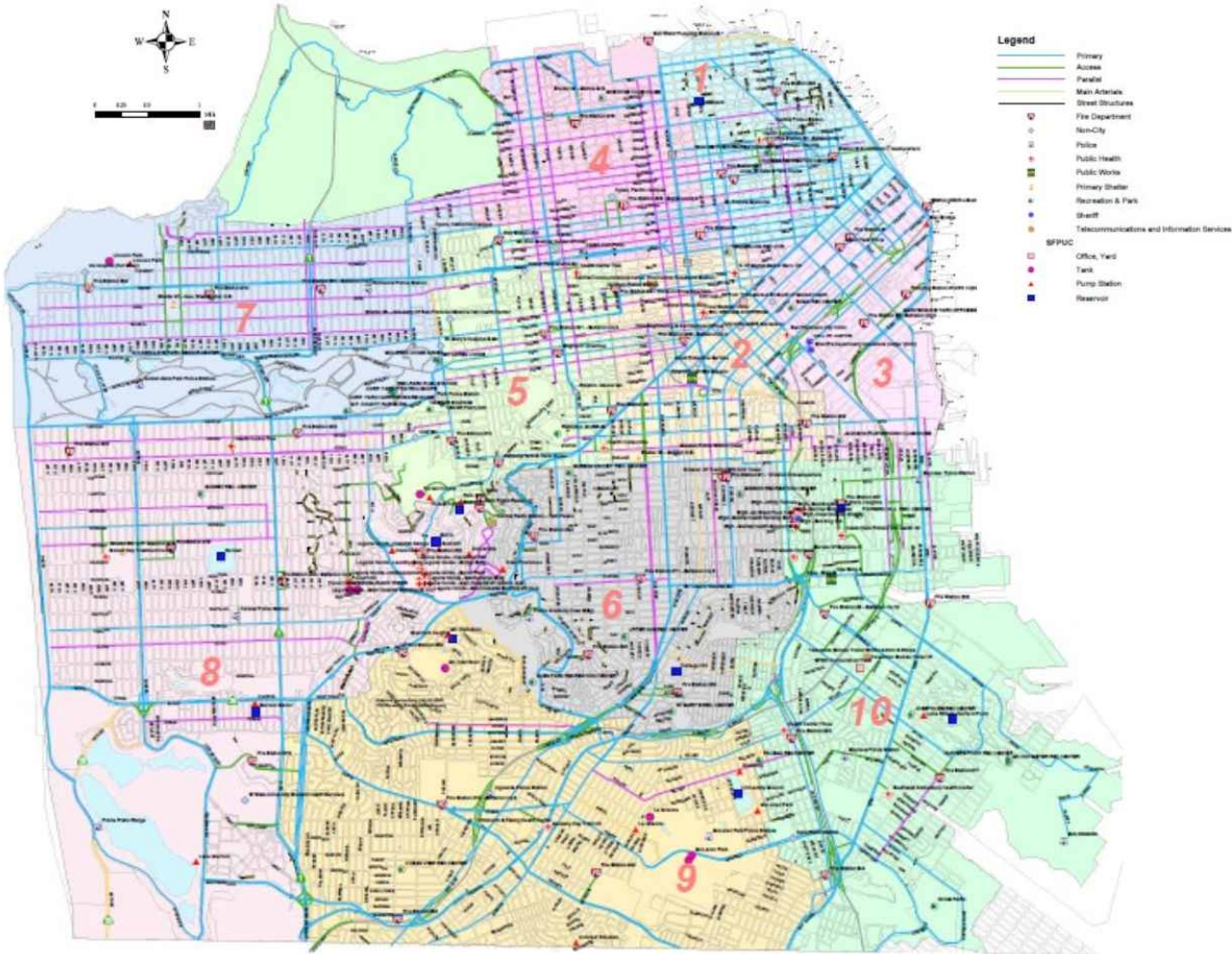


- Legend**
- Primary
 - Access
 - Parallel
 - Main Arterials
 - Street Structures
 - Fire Department
 - Non-City
 - Police
 - Public Health
 - Public Works
 - Primary Shelter
 - Recreation & Park
 - Sheriff
 - Telecommunications and Information Services
 - SFPUC
 - Office, Yard
 - Tank
 - Pump Station
 - Reservoir

Note added July 24, 2024 for clarification:
This map does not display emergency evacuation routes. In an emergency requiring an evacuation, trained public safety personnel will make the best decisions in the moment, including routes, to protect residents, guests, and workers.



Appendix B: DPW Emergency Priority Routes



This map does not display emergency evacuation routes. In an emergency requiring an evacuation, trained public safety personnel will make the best decisions in the moment, including routes, to protect residents, guests, and workers.

EXHIBIT 17

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SAN FRANCISCO
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2024 JUN 18 PM 1:49

BY



Submittal Form
For Proposed Initiative Measure(s)
Prior to Submittal to the Department of Elections

DEPARTMENT OF ELECTIONS

by 4 or more Supervisors or the Mayor

I, hereby submit the following proposed initiative measure(s) for hearing before the Board of Supervisors' Rules Committee prior to the submittal of the proposed initiative measure to the Department of Elections (per Proposition C, November 2007).

This matter is for the **November 5, 2024** Election.

Sponsor(s): Supervisors Joel Engardio, Myrna Melgar, Dean Preston, Rafael Mandelman, Matt Dorsey.

Subject: Initiative Ordinance - Park Code - Parkway at Upper Great Highway

The text is listed below or attached:

(See attached.)

Supervisor Joel Engardio:



Supervisor Myrna Melgar:



Supervisor Dean Preston:



Supervisor Rafael Mandelman:



Supervisor Matt Dorsey:



(Clerk of the Board's Time Stamp)

2024 JUN 18 PM 1:49

PROPOSED INITIATIVE ORDINANCE TO BE SUBMITTED BY FOUR OR MORE SUPERVISORS TO THE VOTERS AT THE NOVEMBER 5, 2024 ELECTIONS

[Under Charter Section 2.113(b), this measure must be submitted to the Board of Supervisors and filed with the Department of Elections no less than *45 days prior* to the deadline for submission of such initiatives to the Department of Elections set in Municipal Elections Code Section 300(b).]

[Initiative Ordinance - Park Code - Parkway at Upper Great Highway]

Ordinance amending the Park Code to establish new recreation and open space by restricting private vehicles at all times on the Upper Great Highway between Lincoln Way and Sloat Boulevard, subject to the City obtaining certain required approvals; making associated findings under the California Vehicle Code; and reaffirming the existing restriction of private vehicles on the Great Highway Extension.

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

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

Section 1. Background and Findings.

(a) In response to the unprecedented COVID-19 pandemic, and in order to provide safe open space for people to recreate, in April 2020, the City temporarily limited private vehicle traffic on the Upper Great Highway between Lincoln Way and Sloat Boulevard (“Upper Great Highway”). On August 15, 2021, with reduced pandemic restrictions and people resuming in-person work, school, and other activities, the City modified the vehicular restrictions to apply only between Fridays at noon and Mondays at 6 a.m., and on holidays. In

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2022, the Board of Supervisors ("Board"), on recommendation of the Recreation and Park Commission and the Municipal Transportation Authority Board of Directors, adopted Ordinance No. 258-22, which ratified the pandemic-related restrictions and limited private vehicles from the Upper Great Highway on a pilot basis, on Friday afternoons, weekends and holidays until December 31, 2025.

(b) The restrictions on private vehicles have enabled people of all ages and all walks of life to safely recreate by the coast next to Ocean Beach by using the Upper Great Highway as a promenade for walking, jogging, biking, scooting, and rolling. This use of the Upper Great Highway greatly expanded access and enjoyment of the coast in ways not possible on sand, including for those reliant on wheelchairs, rollators, and other mobility aids. From April 2020 until May 2022, there were an estimated two million visits or more to the Upper Great Highway when it functioned as a full-time, and then part-time, recreational open space. During the current weekend-only promenade, an average of 4,000 visitors per day come to the Upper Great Highway, making it the third most visited park in the Recreation and Park system. Special events and programming have at times drawn over 10,000 people on a weekend day. The New York Times highlighted the promenade on a global list of "52 places for a changed world" in 2022, writing that the "Great Highway has become a unique destination – in a city full of them – to take in San Francisco's wild Pacific Ocean coastline by foot, bike, skates or scooter, sample food trucks and explore local cafes, restaurants, record stores, bookstores and more."

(c) In response to climate change and sea level rise, the San Francisco Public Utilities Commission is implementing the Ocean Beach Climate Change Adaptation Project in order to protect vulnerable water and sewer infrastructure on the west side of the City. In April 2024, by Ordinance No. 102-24, the Board restricted private vehicles from a portion of the Great Highway Extension between Sloat Boulevard and Skyline Boulevard, to allow for managed

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DEPARTMENT OF ELECTIONS

retreat, restore coastal dunes, protect wastewater treatment infrastructure, and transform the former roadway into a future multi-use pathway. These collective adaptive responses will ensure resilience to climate change, protect the western coastline, and enhance public access, recreation, habitat protection, and scenic quality. Restricting private vehicles from the Upper Great Highway will further reduce automobile pollution in a sensitive coastal habitat, including runoff pollution, which is one of the primary contributors to oceanic pollution.

(d) Restricting full-time vehicular use of the Upper Great Highway expands coastal recreational access by extending walking and biking space north for an additional two miles, creating a connected and continuous 2.75-mile open space along the shoreline. This new public space would allow people walking, biking, rolling, and strolling to enjoy San Francisco's Pacific Coast, from Lincoln Way to Skyline Boulevard.

(e) The Great Highway serves as a physical connection between Golden Gate Park and Lake Merced, to create over 2,000 contiguous acres of recreational parkland for residents and visitors to enjoy. Providing a seamless link between these two existing open spaces enables more residents and visitors to safely access the coast, and better connects Fort Funston, Ocean Beach, Lands End, and the Presidio.

(f) The Upper Great Highway and the Great Highway Extension are frequently closed in one or both directions due to sand accumulation on the roadway that makes it impossible for private vehicles to pass. Since 2020, the roadway has been closed up to 65 times per year, often for multiple days. In addition, during closures of the Upper Great Highway, private vehicles have adequately navigated the area using nearby roadways that run parallel to the Upper Great Highway, and weekday traffic volumes are generally lower than before the pandemic due to changes in commuting patterns.

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DEPARTMENT OF ELECTIONS

(g) Establishing new recreation and open space and protecting the coast in the face of climate change by limiting private vehicles on the Upper Great Highway is consistent with the following policies:

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

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

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

(4) San Francisco's Climate Action Plan, which details actionable steps to sequester carbon from the atmosphere and store it in plants, trees, and soil. Stewardship of the City's natural resources helps restore biodiversity and provides a healthy environment that benefits all San Franciscans. Globally, nature-based climate solutions can provide 37% of the mitigation needed by 2030 to limit temperature rise. Nature-based solutions offer important pathways for sequestering carbon while protecting and restoring healthy, biodiverse ecosystems, natural areas, and urban forests. Shifting the Upper Great Highway away from a roadway for private vehicles allows the City to respond to climate change and sea-level rise with adaptive, resilient measures that ensure the health and future of our coastal environment.

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(5) In 2022, the Controller estimated that it would cost the City \$80 million over the next 20 years to preserve the Great Highway Extension from Sloat Boulevard to Skyline Boulevard as a roadway for private vehicles, due to sea level rise and coastal erosion impacts. Maintaining the roadway for private vehicles in place from Lincoln Way to Sloat Boulevard will also create additional costs for the City as sea level rise continues. Further, due to increasing sand accumulation, the Department of Public Works estimates that it will cost the City \$1.7 million each year to clear sand from the Upper Great Highway to ensure safe use of the roadway by private vehicles.

(6) The California Coastal Act of 1976 (Public Resources Code Sections 30000-30900) ("Coastal Act") requires public access and public recreational access opportunities in the coastal zone to be protected and maximized. On May 9, 2024, the California Coastal Commission ("Commission") approved a coastal development permit for the City's Great Highway pilot project and found that pilot project to enhance public recreational access to and along the Great Highway, while appropriately protecting other coastal resources.

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

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

(a) **Findings and Purpose.** In 2022, following the temporary closure of the Great Highway between Lincoln Way and Sloat Boulevard (hereafter, the "Upper Great Highway") due to the COVID-19 pandemic, and on recommendation of the Recreation and Park Commission and San Francisco Municipal Transportation Agency ("SFMTA") Board of Directors, the Board of Supervisors found that it would be appropriate to restrict private vehicles from the four-lane limited-access Upper Great Highway at certain times, *as described herein*, due to the need to ensure the safety and protection of persons who are to use those

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streets; and because the restrictions would leave a sufficient portion of the streets in the surrounding area for other public uses including vehicular, pedestrian, and bicycle traffic. Consistent with the foregoing, the People of the City and County of San Francisco hereby affirm and readopt these findings that the Upper Great Highway is not needed for vehicular traffic, and further find that, for the same reasons, it would be appropriate to restrict private vehicles from the four-lane limited-access Upper Great Highway at all times, as described herein. The additional restrictions would still leave a sufficient portion of the streets in the surrounding area for other public uses including vehicular, pedestrian, and bicycle traffic.

(b) **Restrictions on Private Vehicles.** The Recreation and Park Department shall restrict private vehicles from the Upper Great Highway ~~from Fridays at 12:00 p.m. until Monday mornings at 6:00 a.m., and on holidays, as set forth herein. These closures shall remain in effect until December 31, 2025, unless extended by ordinance. The temporary closure of the Upper Great Highway due to the COVID-19 pandemic from April 2020 until the commencement of the pilot project is hereby ratified.~~

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

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

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

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~~—(3) SFMTA shall develop and release draft recommendations for traffic management no later than July 31, 2023. The draft recommendations shall build upon past traffic management measures and past traffic studies, and shall be updated during the pilot program based on data monitoring, traffic conditions, and community outreach. SFMTA shall also develop final recommendations which may propose traffic management measures for after the pilot period, with a description of potential improvements to the surrounding circulation system, cost estimates, and an implementation schedule for accommodating any future vehicular traffic restrictions that may be in the public interest.~~

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

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

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

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

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

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

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

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

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

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

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

Section 3. Article 6 of the Park Code is hereby amended by revising Section 6.15, to read as follows:

SEC. 6.15. RESTRICTING VEHICLES ON THE GREAT HIGHWAY EXTENSION.

(a) **Findings.** *Consistent with California Vehicle Code Section 21101, the Board of Supervisors finds that it is appropriate to permanently restrict vehicles from a portion of the Great Highway Extension, beginning at Sloat Boulevard and extending south for a distance of approximately 3,317 feet, because that portion of the street is no longer needed for vehicular traffic. Consistent with California Vehicle Code Section 21101, the People of the City and County of San Francisco find that it is appropriate to permanently restrict vehicles from a portion of the Great Highway Extension, beginning at Sloat Boulevard and extending south for a distance of approximately 3,317 feet, because that portion of the street is no longer needed for vehicular traffic.*

(b) **Restrictions on Vehicles.** *The Recreation and Park Department shall restrict vehicles from the Great Highway Extension, beginning at Sloat Boulevard and extending south for a distance of approximately 3,340 feet. The Recreation and Park Department shall restrict vehicles from the Great Highway Extension, beginning at Sloat Boulevard and extending south for a distance of approximately 3,340 feet.*

* * * *

Section 4. Scope of Ordinance. In enacting this ordinance, the People of the City and County of San Francisco intend to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal Code that are explicitly shown in this ordinance as additions or deletions, in accordance with the "Note" that appears under the official title of the ordinance.

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Section 5. Additional Approvals. Within 180 days of voter approval of this initiative ordinance, the City shall seek all approvals it deems necessary or appropriate to enable the permanent closure of the Upper Great Highway, including amendment of the City's General Plan and any approval or certification required under the Coastal Act. The Planning Department and Recreation and Park Department shall, in consultation with the City Attorney, notify the Clerk of the Board of Supervisors in writing once the City has obtained these approvals.

Section 6. Effective and Operative Dates. This Ordinance shall be effective upon approval by the voters. All sections of this Ordinance other than Section 2 shall be operative immediately upon approval by the voters. Section 2 of this Ordinance shall become operative upon the transmission of the written notification from the Planning Department and Recreation and Park Department to the Clerk of the Board of Supervisors as set forth in Section 5 of this Ordinance.

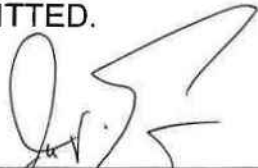
Section 7. Severability. If any subsection, sentence, clause, phrase, or word of this Ordinance or any application thereof to any person or circumstance is held to be invalid or unconstitutional by a decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions or applications of this Ordinance. The People of the City and County of San Francisco hereby declare they would have passed this Ordinance and each and every subsection, sentence, clause, phrase, and word not declared invalid or unconstitutional without regard to whether any other portions of this Ordinance or application thereof would be subsequently declared invalid or unconstitutional.

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Section 8. Conflicting Measures. This ordinance is intended to be comprehensive. It is the intent of the people of the City and County of San Francisco that in the event that this measure and one or more measures regarding the Upper Great Highway between Lincoln Way and Sloat Boulevard shall appear on the same ballot, the provisions of the other measure or measures shall be deemed to be in conflict with this measure. In the event that this measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and all provisions of the other measure or measures shall be null and void. If this measure is approved by a majority of the voters but does not receive a greater number of affirmative votes than any other measure appearing on the same ballot regarding the Upper Great Highway between Lincoln Way and Sloat Boulevard, this measure shall take effect to the extent not in conflict with said other measure or measures.

* * *

SUBMITTED.



Joel Ergardio
Member, Board of Supervisors

Date:

6-18-24



Myrna Melgar
Member, Board of Supervisors

Date:

6-18-24



Dean Preston
Member, Board of Supervisors

Date:

6-18-24



Rafael Mandelman
Member, Board of Supervisors

Date:

6-18-24

Matt Dorsey

Matt Dorsey
Member, Board of Supervisors

Date:

6/18/24

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ACKNOWLEDGEMENT OF RECEIPT

Submission of Measures: Ordinance or Declaration of Policy by E-140

(circle one)

Initiative Ordinance – Park Code – Parkway at Upper Great Highway
(Unofficial Title of Measure)

Proposed measure submitted to Clerk of the Board: Date Submitted: ___ / ___ / ___

Copy to Department of Elections: Date Submitted: 6 / 18 / 2024

1) BOARD OF SUPERVISORS: The following four and/or more members of the Board are submitting: (check boxes)

- ENGARDIO, Joel
- MELGAR, Myrna
- PRESTON, Dean
- MANDELMAN, Rafael
- DORSEY, Matt

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BOARD OF SUPERVISORS
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[Signature]

SAN FRANCISCO
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DEPARTMENT OF ELECTIONS

3) ELECTRONIC COPY OF TEXT

EMAIL- publications@sfgov.org

Turn over and complete

4) Contact Person: Jonathan Goldberg
Address: 1 Dr. Carlton B. Goodlett Pl.
Room 244, City Hall
Phone: San Francisco, CA 94124
(415) 554-7400
Date: 01/18/24
Submitted By: Jonathan Goldberg (print)
Jonathan Goldberg (sign)

5) COPIES

- John Arntz- Director of Elections, in consultation with the City Attorney, shall forward the measure (within two working days after receipt of the petition) to departments that are effected by the measure.
- Publications
- Public- copy
- Office- original

EXHIBIT 18

There's Zero Evidence Great Highway Closure Made Sunset Streets Less Safe

sf.streetsblog.org/2026/01/12/theres-zero-evidence-great-highway-closure-made-sunset-streets-less-safe

Jacob Zwart

January 12, 2026

A professional data scientist debunks Supervisor Alan Wong's outlandish talking point



Wong at Thursday's presser with a select map of collisions in the Sunset. Photo: Streetsblog/Rudick

Editor's note: [At a press conference on Thursday](#), Supervisor Alan Wong presented a map of crashes to make it appear as if the construction of Sunset Dunes park and the closure of a segment of the Great Highway had caused more car crashes. Jacob Zwart, a professional data scientist, broke down the real San Francisco crash data and published a statistical analysis of Wong's assertion on [Github](#). Streetsblog republished it here with permission.

Did the Upper Great Highway closure make Sunset neighborhood streets less safe? Supervisor Alan Wong claimed it did at a [January 8 press conference](#), citing a simple year-over-year map comparison of crash data. But my analysis, using the

same [DataSF crash data](#) with rigorous statistical controls, finds no evidence to support that claim, and if anything, the data suggest the opposite.

Simple before-after comparisons like the one Supervisor Wong used are misleading because crash rates fluctuate year-to-year for reasons unrelated to any single road closure: weather patterns, economic conditions, return-to-office mandates, and major events all affect traffic citywide. To isolate the road closure's actual effect, I applied a Before-After-Control-Impact (BACI) design; a statistical method commonly used in ecological research that compares changes in the affected area to changes in unaffected control neighborhoods.

If the closure caused more crashes, the Sunset should show a larger increase (or smaller decrease) than control areas. It doesn't.

Study Design

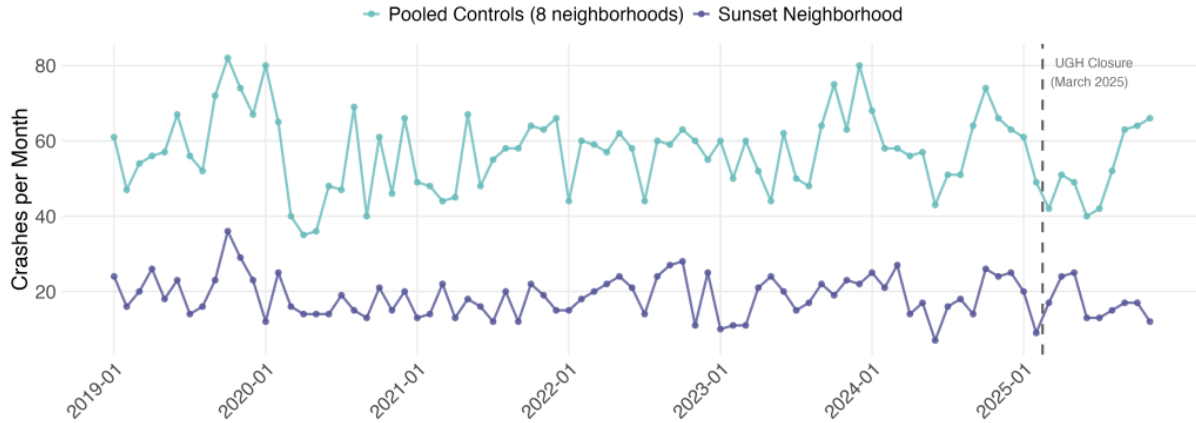
The impact area includes Sunset/Parkside, Outer Sunset, Inner Sunset, and Golden Gate Park neighborhood crash data, or the neighborhoods most directly affected by traffic re-routing due to the closure. To serve as controls, I selected 8 San Francisco neighborhoods geographically separated from the closure that would not experience spillover traffic effects: Bernal Heights, Outer Mission, Excelsior, Oceanview/Merced/Ingleside, Portola, West of Twin Peaks, Bayview Hunters Point, and Pacific Heights.

The analysis compares crash rates during the same seasonal window (April through November) across all years to control for seasonal variation. The "before" period spans six years (2019–2024), providing 48 months of baseline data, while the "after" period covers 8 months of post-closure data from 2025.

To ensure robust findings, I applied two independent statistical methods: a negative binomial generalized linear model (GLM) testing whether the Incidence Rate Ratio (IRR) differs from 1.0, and Welch's t-test on the difference-in-differences. If results from both methods agree, then it strengthens the conclusion.

Monthly Traffic Crashes for Select San Francisco Neighborhoods

Traffic Crashes Resulting in Injury Before and After the Closure of the Upper Great Highway



Monthly traffic crashes resulting in injury in impact and control neighborhoods

BACI Analysis: Controlling for Citywide Trends

Results across all 8 control neighborhoods

Control Neighborhood	Before	After	BACI	IRR	p(GLM)	p(t-test)	Cohen's d
Bernal Heights	6.1/mo	6.8/mo	-2.65	0.81	0.257	0.300	-0.47
Portola	3.4/mo	3.8/mo	-2.29	0.82	0.388	0.291	-0.39
West of Twin Peaks	5.5/mo	5.4/mo	-1.83	0.92	0.680	0.317	-0.40
Oceanview/Merced/Ingleside	3.9/mo	3.8/mo	-1.81	0.93	0.764	0.369	-0.35
Pacific Heights	4.2/mo	4.0/mo	-1.79	0.93	0.766	0.405	-0.34
Excelsior	6.0/mo	5.2/mo	-1.25	1.02	0.935	0.569	-0.22
Outer Mission	7.5/mo	6.5/mo	-0.92	1.04	0.841	0.712	-0.17
Bayview Hunters Point	20.5/mo	18.0/mo	+0.56	1.02	0.878	0.830	+0.09
Pooled (all 8)	57.1/mo	53.4/mo	+1.73	0.96	0.739	0.690	+0.20
Impact (Sunset area)	19.0/mo	17.0/mo	—	—	—	—	—

Key results

Crash rate changes in the Sunset neighborhoods are statistically indistinguishable from changes in control neighborhoods.

Neither the GLM nor Welch's t-test found statistically significant effects in any of the 8 control comparisons (all $p > 0.26$), and both methods agree on this conclusion. The mean BACI effect of -1.50 crashes/month and mean IRR of 0.94 (-6.4% relative change) both suggest the Sunset area saw slightly *fewer* crashes than expected, but these differences fall well within normal variation. 7 of 8 control comparisons point toward fewer crashes in the impact area after the closure.

The pooled analysis combining all controls shows an IRR of 0.96 ($p = 0.74$) and a 95% confidence interval for the BACI effect spanning -7.85 to +11.31 crashes per month, clearly including zero. The mean Cohen's d of -0.28 indicates a small effect size, meaning the observed difference is not only statistically insignificant but also practically negligible.

Understanding the statistics:

- **BACI effect** measures how much the impact area changed beyond what controls changed. The mean of -1.50 crashes/month means the Sunset averaged 1.5 fewer crashes than expected, but this isn't statistically significant.
- **IRR (Incidence Rate Ratio)** of 0.94 means the Sunset had 6% fewer crashes than expected (94 per 100 expected). With $p = 0.74$, this could easily be chance.
- **Cohen's d** of -0.28 is a small effect size (0.2 = small, 0.5 = medium, 0.8 = large). This tells us the difference isn't just statistically insignificant, it's also practically small.

All three measures from these statistical tests point the same direction -> no detectable effect on traffic crashes resulting in injury due to the closure of the Upper Great Highway to automobiles.

Personal Anecdote

I live in the Outer Sunset in the Taraval and 40's area, and I walk on average 4-6 miles per day to drop my kid off at daycare, go to the grocery store, head to the beach, or just to enjoy the SF weather. Personally, I have not noticed a change in my safety while walking around the Sunset streets before or after the closure of the Upper Great Highway, except for one location – Sunset Dunes Park. This park is the only place I feel completely safe as a pedestrian and it is a true gem that I hope to enjoy with my family, friends, and neighbors for many years to come.

Streetsblog has migrated to a new comment system. New commenters can register directly in the comments section of any article. Returning commenters: your previous comments and display name have been preserved, but you'll need to reclaim your account by clicking "Forgot your password?" on the sign-in form, entering your

email, and following the verification link to set a new password — this is required because passwords could not be carried over during the migration. For questions, contact tips@streetsblog.org.

EXHIBIT 19

This Great Highway Obsession Must End For the Good of San Francisco

 thefrisc.com/perception-vs-reality-the-great-highway-closure-and-sunset-district-traffic

Kristi Coale

March 11, 2026



It's been almost a year since San Francisco permanently closed the Upper Great Highway to cars and transformed the two-mile stretch of road into a park.

Soon after last March's closure, which spans from Lincoln Way to Sloat Boulevard, the quest was on to measure the effect on Sunset District traffic. Until now, the most [recent report](#) came only four months later — a period of time that the city's streets agency and independent traffic researchers say isn't long enough for drivers, pedestrians, and cyclists to adjust to big changes.

As the anniversary approaches, foes of the closure are gathering signatures for a November ballot measure. They'll almost certainly hit their goal and force another citywide vote on the issue two years after 55 percent of SF voters [approved the closure](#).

There have already been claims about traffic safety and speeds, and there will be more. The Sunset's supervisor Alan Wong, who wants to reopen the road to cars, [tried this winter for his own ballot measure](#) and failed.

He said [crashes had increased](#) in his district. A rival for his seat recently said reopening the Great Highway would improve safety and that “[traffic speeds have gone up](#)” since the closure, though he didn’t provide evidence.

The Frisc has done the first independent analysis of both serious crashes (injuries and fatalities) and congestion, with enough time elapsed since the closure for more established traffic patterns to emerge.

There was a brief post-closure spike in crashes that bolstered Wong’s claim, but the claim falls apart with a longer view. And the broad declaration that speeds are up in the Sunset isn’t true. On many roads, traffic is slower during key driving hours, often by incremental amounts.



There’s no guarantee these patterns will sustain themselves. Other factors, such as a surge in commuters, public transit service changes, more autonomous vehicles, and nearby road work could influence future behavior.

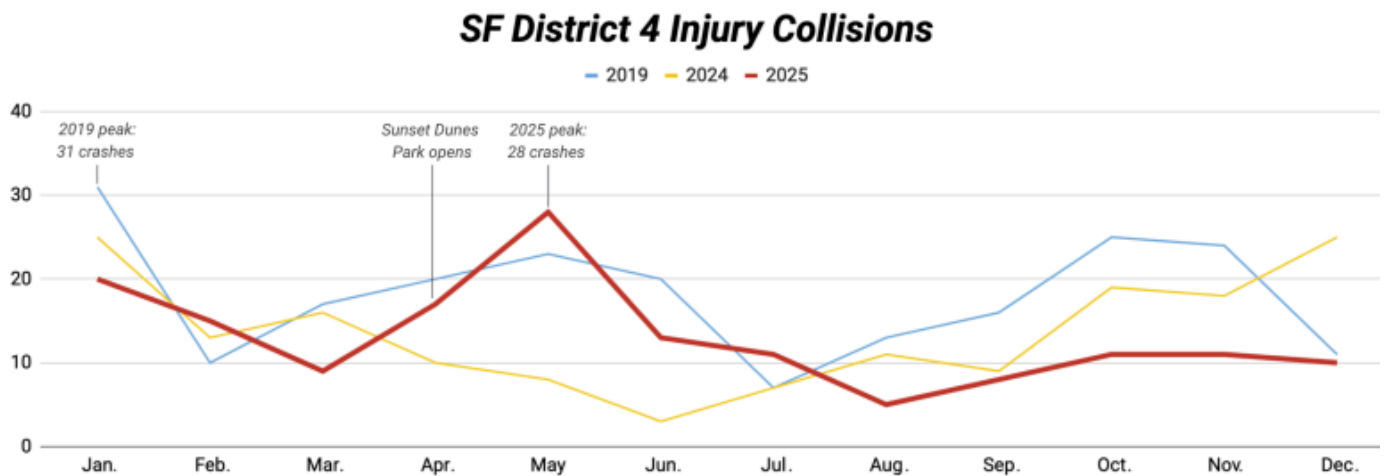
But it’s important to fact-check and add context to claims that continue to circulate as San Francisco heads toward yet another Great Highway vote.

Sunset crashes

In January, Sup. Wong said at a [town hall meeting](#) that he would push for a measure to reopen the Upper Great Highway during weekdays. He cited injury collision statistics comparing the first five months after the closure — April through September 2025 — with the same period in 2024. He said traffic injuries in the year-over-year comparison had jumped 81 percent.

Crashes did increase in that period. (We found a 71 percent jump.) But the rise was driven by a single month: 28 crashes in May 2025. It was the highest total since 31 in January 2019, before there were slow streets or permanent street closures.

But for the rest of 2025 — June through December — the monthly average was less than 10, lower even than the same period in 2020 at the depth of the pandemic. January 2026 figures were just released: there were five injury crashes in District 4.



After an initial spike post-Great Highway closure, injury collisions on D4 streets dropped below 2019 and 2024 levels. (DataSF, The Frisc)

Other than one outlier month, there's no evidence of increased street mayhem around the closed Great Highway. In fact, it's the opposite.

At the time of his presentation, Wong had access to October and November crash data but didn't include them.

The SF Municipal Transportation Agency typically starts to evaluate the effect of street changes three to six months after implementation. The practice makes sense, says San Jose State University transportation researcher Marcel Moran: "Changes to underlying traffic and safety patterns can take a long time to stabilize into a new equilibrium."



[Big Gains In San Francisco Street Safety Are Elusive. This Traffic Expert Tells Why](#)

For a fuller picture of Sunset District traffic safety, **The Frisc** analyzed [city crash data](#) from 2019, the last full year before the pandemic, through 2025. For a simpler visual, we are only displaying averages from 2019, 2024 — the final full year before the Great Highway’s permanent closure — and 2025. (The years 2021, 2022, and 2023 saw increases in collisions due to higher rates of unsafe driving post-pandemic, though 2023 marked the start of a gradual drop in crashes that has continued.)

We supplemented the District 4 data with collisions on the northbound side of 19th Avenue, which is technically in District 7 but is a major part of the west side’s traffic pattern.

Included in these tallies are fatal collisions. There were two fatalities each in D4 in 2019 and 2025. In 2024, when citywide traffic deaths hit a 10-year high, there were four fatalities in the district.

Sunset congestion

Could the drop in crashes since May 2025 stem from slower street conditions? Are the thousands of drivers who used the Upper Great Highway every day now clogging other arteries? [Slower speeds](#) might be frustrating, but they also give drivers more time to avoid collisions.

Based on our analysis, some streets are now slower, and some are not. Albert Chow, who helped spur the recall of Sup. Joel Engardio, is one of four candidates trying to oust Sup. Wong in a special June election. At last week's candidate forum, Chow responded to a question about improving traffic safety with a blunt response: "[Reopen the Great Highway.](#)" He also said that with thousands of drivers now diverted to other streets, "traffic speeds have gone up" across District 4.

In fact, most street segments we analyzed saw a slowdown in the morning and evening commute times. But in many cases, the change has been slight — less than 5 percent. For a person driving 25 mph, that's about 1 mph slower. At 30 mph, it's 1.5 mph slower.

A few chokepoints stick out. During the evening commute hours, drivers cutting through Golden Gate Park to and from the Richmond District have clogged Chain of Lakes Drive between MLK Drive and JFK Drive. Traffic is 18 percent slower northbound and 16 percent southbound, which translates into 2 to 3 mph slower.

Slide to view the speed changes — many of which were less than 2 mph — for both morning and evening hours after the Great Highway Closure. (SFCTA; SF Open Data; The Frisc)

SFMTA is aware of the Chain of Lakes problem, which has been a bottleneck for years. The agency said [last summer](#) that the road had 2,000 more vehicles per day than pre-closure. SFMTA has adjusted traffic signals and flow to encourage drivers to go around the park via the Great Highway between Fulton Street and Lincoln Way instead of cutting through it.

Another notable slower road is the farthest west segment of Vicente Street during evening hours. Both directions saw traffic moving 1.9 to 2.3 mph slower after the Great Highway closed. (Vicente is not shown on our maps.)



[The Great Highway Closure Will Test SF's West Side Traffic, Especially This Golden Gate Park Road](#)

For our congestion analysis, **The Frisc** used San Francisco Transportation Authority (SFCTA) data for typical weekday traffic speeds — Tuesday, Wednesday, Thursday — in the morning and evening. We looked at District 4 streets in the 12-month period before the Great Highway closed (Mar. 2024 to Feb. 2025) and the 11-month period after (Mar. 2025 to Jan. 2026). As with the crash data, we also included weekday speeds for northbound 19th Ave. in District 7.

A handful of streets have gotten less congested. At the top of this list is southbound Great Highway from Balboa Street to Lincoln. During peak evening hours, traffic moved 3.2 mph faster than pre-closure.



Congestion on Chain of Lakes is up, while most streets in D4 saw more modest changes.

SFCTA acting co-deputy director of technology, data, and analysis Drew Cooper notes that traffic also has an ebb and flow generally independent of particular street changes. It tends to move faster in the winter — “bad weather affects people’s willingness to drive” — slower in the spring, faster in summer when people are on vacation, and slower in the fall with people back to work and school.

Cooper also warned about other factors, like road repairs. Sewer work and repaving along [44 blocks of Sunset](#) in 2024 had an impact. This spring, 19th Avenue between Holloway and Lincoln [will be repaved](#), impacting travel times, particularly in the morning.

Assuming the signature gathering succeeds, SF will vote in November — the fifth major vote in four years on the Great Highway’s fate.

In 2022, the Board of Supervisors voted to create a compromise pilot, open to cars only on weekdays, for three years. The same year, SF voters [rejected an attempt to reopen the road](#) and to halt permanent closure of its [crumbling southern extension](#). Then came 2024’s Prop. K, which

in turn led to the recall of its main champion, Sup. Joel Engardio. Roughly two-thirds of Sunset District voters marked “No” on Prop K, and about the same percentage [ousted Engardio](#).

With nearly all the special election candidates lined up against the road’s closure, the next real referendum will be the November ballot itself. Who knows if it will be the last one.

EXHIBIT 20

1 [Park Code - Great Highway Extension - Road Closure]

2
3 **Ordinance amending the Park Code to close the Great Highway Extension, beginning at**
4 **Sloat Boulevard and extending south for a distance of approximately 3,317 feet, to**
5 **vehicles to allow for a multi-use trail and to improve shoreline resilience as part of the**
6 **Ocean Beach Climate Change Adaptation Project; making an associated finding under**
7 **the California Vehicle Code; making environmental findings, including adopting a**
8 **statement of overriding considerations under the California Environmental Quality Act;**
9 **and making findings of consistency with the General Plan, and the eight priority**
10 **policies of Planning Code, Section 101.1.**

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

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

19 Section 1. Background and Findings.

20 (a) In 2012, the Ocean Beach Master Plan was released, calling for six key
21 infrastructure improvements for the City to implement for a sustainable "managed retreat" on
22 the length of Ocean Beach needed as a result of the anticipated impacts of climate change on
23 the western waterfront. As a result, the San Francisco Public Utilities Commission is planning
24 the Ocean Beach Climate Change Adaptation Project ("OBCCAP" or "Project"), to improve the
25 City's stormwater infrastructure near Ocean Beach and make it resilient to climate change and
erosion. The Project includes converting the Great Highway Extension roadway between
Sloat Boulevard and Skyline Boulevard to a multi-use trail. The Project will improve shoreline

1 resilience and protect key stormwater infrastructure with a buried seawall, and will enhance
2 recreational access to the corridor with a multi-use trail bridging a link in the Coastal Trail
3 between Fort Funston and Ocean Beach, new beach access points, and a new parking lot.

4 (b) To enable the OBCCAP, the Board of Supervisors finds that it is appropriate and
5 in the public interest to permanently restrict vehicles from a portion of the Great Highway
6 Extension, beginning at Sloat Boulevard and ending at the northern boundary of the new
7 Great Highway Extension parking lot, approximately 3,317 feet south of Sloat Boulevard along
8 the Great Highway Extension and approximately 728 feet west of Skyline Boulevard, because,
9 consistent with California Vehicle Code Section 21101, the portion of the street to be closed is
10 no longer needed for vehicular traffic, and also for the reasons set out in the Final
11 Environmental Impact Report for the Project and other documents on file with the Clerk of the
12 Board of Supervisors in File No. 231075.

13 (c) On September 28, 2023, after a duly noticed public hearing, the Planning
14 Commission, by Motion No. 21398, certified the Final Environmental Impact Report ("Final
15 EIR") for the OBCCAP. The Planning Commission motion finds that the Final EIR reflects the
16 independent judgment and analysis of the City and County of San Francisco, is adequate,
17 accurate, and objective, contains no significant revisions to the Draft EIR, and the content of
18 the report and the Planning Department procedures through which the Final EIR was
19 prepared, publicized, and reviewed comply with the provisions of the California Environmental
20 Quality Act (California Public Resources Code Sections 21000 et seq.), the CEQA Guidelines
21 (14 Cal. Code Regs. Section 15000 et seq.), and Chapter 31 of the San Francisco
22 Administrative Code. Copies of the Planning Commission Motion and Final EIR are on file
23 with the Clerk of the Board of Supervisors in File No. 231075 and are incorporated herein by
24 reference. The Board affirms this determination.

1 (d) The Project evaluated in the Final EIR includes the proposed amendments to
2 the Park Code set forth in this ordinance. The proposed Park Code amendments set forth in
3 this ordinance are within the scope of the Project evaluated in the Final EIR.

4 (e) On October 10, 2023, the San Francisco Public Utilities Commission, in
5 Resolution No. 23-0190, adopted findings under CEQA regarding the OBCCAP's
6 environmental impacts, the disposition of mitigation measures, and project alternatives, as
7 well as a statement of overriding considerations (CEQA Findings), and adopted a mitigation
8 monitoring reporting program (MMRP). A copy of said Resolution is on file with the Clerk of
9 the Board of Supervisors in File No. 231075, and is incorporated herein by reference.

10 (f) On September 28, 2023, the Planning Commission, in Resolution No. 21399,
11 adopted findings that the actions contemplated in this ordinance are consistent, on balance,
12 with the City's General Plan and eight priority policies of Planning Code Section 101.1. The
13 Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of
14 the Board of Supervisors in File No. 231075, and is incorporated herein by reference.

15 (g) The Board of Supervisors has reviewed and considered the Final EIR and the
16 environmental documents on file referred to herein. The Board of Supervisors has reviewed
17 and considered the CEQA Findings, and hereby adopts them as its own and incorporates
18 them by reference as though such findings were fully set forth in this ordinance.

19 (h) The Board of Supervisors adopts the MMRP as a condition of approving this
20 ordinance, and endorses those mitigation measures that are under the jurisdiction of other
21 City Departments, and recommends for adoption those mitigation measures that are
22 enforceable by agencies other than City agencies, all as set forth in the CEQA Findings and
23 MMRP.

24 (i) The Board of Supervisors finds that since the certification of the Final EIR no
25 substantial changes have occurred in the proposed Project that would require revisions in the

1 Final EIR due to the involvement of new significant environmental effects or a substantial
2 increase in the severity of previously identified significant effects, no substantial changes have
3 occurred with respect to the circumstances under which the proposed Project is to be
4 undertaken that would require major revisions to the Final EIR due to the involvement of new
5 environmental effects or a substantial increase in the severity of effects identified in the Final
6 EIR, and no new information of substantial importance to the proposed Project has become
7 available which indicates that (1) the Project will have significant effects not discussed in the
8 Final EIR, (2) significant environmental effects will be substantially more severe, (3) mitigation
9 measures or alternatives found not feasible that would reduce one or more significant effects
10 have become feasible, or (4) mitigation measures or alternatives that are considerably
11 different from those in the Final EIR would substantially reduce one or more significant effects
12 on the environment.

13 Section 2. Article 6 of the Park Code is hereby amended by adding Section 6.15, to
14 read as follows:

15 **SEC. 6.15. RESTRICTING VEHICLES ON THE GREAT HIGHWAY EXTENSION.**

16 (a) Findings. Consistent with California Vehicle Code Section 21101, the Board of
17 Supervisors finds that it is appropriate to permanently restrict vehicles from a portion of the Great
18 Highway Extension, beginning at Sloat Boulevard and extending south for a distance of approximately
19 3,317 feet, because that portion of the street is no longer needed for vehicular traffic.

20 (b) Restrictions on Vehicles. The Recreation and Park Department shall restrict vehicles
21 from the Great Highway Extension, beginning at Sloat Boulevard and extending south for a distance of
22 approximately 3,317 feet.

23 (c) Exempt Vehicles. The following vehicles are exempt from the restriction in subsection (b):

24 (1) Emergency vehicles, including but not limited to police and fire vehicles.
25

1 (2) Official City, State, or federal vehicles, or any other authorized vehicle, being used to
2 perform official City, State, or federal business pertaining to the closed portion of the Great Highway
3 Extension or any property or facility therein or accessible therefrom.

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

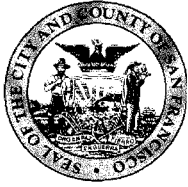
6 (d) **Motorized Bicycles, Scooters, or Boards.** The Recreation and Park Department shall have
7 the authority to issue rules related to the use of the closed portion of the street by persons utilizing
8 motorized bicycles, scooters, or boards.

9 (e) **Emergency Authority.** The General Manager of the Recreation and Park Department shall
10 have the authority to allow vehicular traffic on street segments that would otherwise be closed to
11 vehicles under this Section 6.15 in circumstances which in the General Manager's judgment constitute
12 an emergency such that the benefit to the public from the vehicular street closure is outweighed by the
13 traffic burden or public safety hazard created by the emergency circumstances.

14 (f) **Promotion of the General Welfare.** In enacting and implementing this Section 6.15, the City
15 is assuming an undertaking only to promote the general welfare. It is not assuming, nor is it imposing
16 on its officers and employees, an obligation for breach of which it is liable in money damages to any
17 person who claims that such breach proximately caused injury.

18 (g) **Severability.** If any subsection, sentence, clause, phrase, or word of this Section 6.15 or any
19 application thereof to any person or circumstance, is held to be invalid or unconstitutional by a
20 decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining
21 portions or applications of Section 6.15. The Board of Supervisors hereby declares it would have
22 passed this Section and each and every subsection, sentence, clause, phrase, and word not declared
23 invalid or unconstitutional without regard to whether any other portions of Section 6.15 or application
24 thereof would be subsequently declared invalid or unconstitutional.

25 Section 3. Effective Date.



City and County of San Francisco
Tails
Ordinance

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 231075

Date Passed: May 14, 2024

Ordinance amending the Park Code to close the Great Highway Extension, beginning at Sloat Boulevard and extending south for a distance of approximately 3,317 feet, to vehicles to allow for a multi-use trail and to improve shoreline resilience as part of the Ocean Beach Climate Change Adaptation Project; making an associated finding under the California Vehicle Code; making environmental findings, including adopting a statement of overriding considerations under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

April 29, 2024 Land Use and Transportation Committee - RECOMMENDED

May 07, 2024 Board of Supervisors - PASSED ON FIRST READING

Ayes: 11 - Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani and Walton

May 14, 2024 Board of Supervisors - FINALLY PASSED

Ayes: 11 - Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani and Walton

File No. 231075

I hereby certify that the foregoing Ordinance was FINALLY PASSED on 5/14/2024 by the Board of Supervisors of the City and County of San Francisco.

Angela Calvillo
Clerk of the Board

London N. Breed
Mayor

5/24/24

Date Approved

EXHIBIT 21

Ocean Beach Climate Change Adaptation Project

 sfrecpark.org/1172/Ocean-Beach-Climate-Adaptation-Project



Background



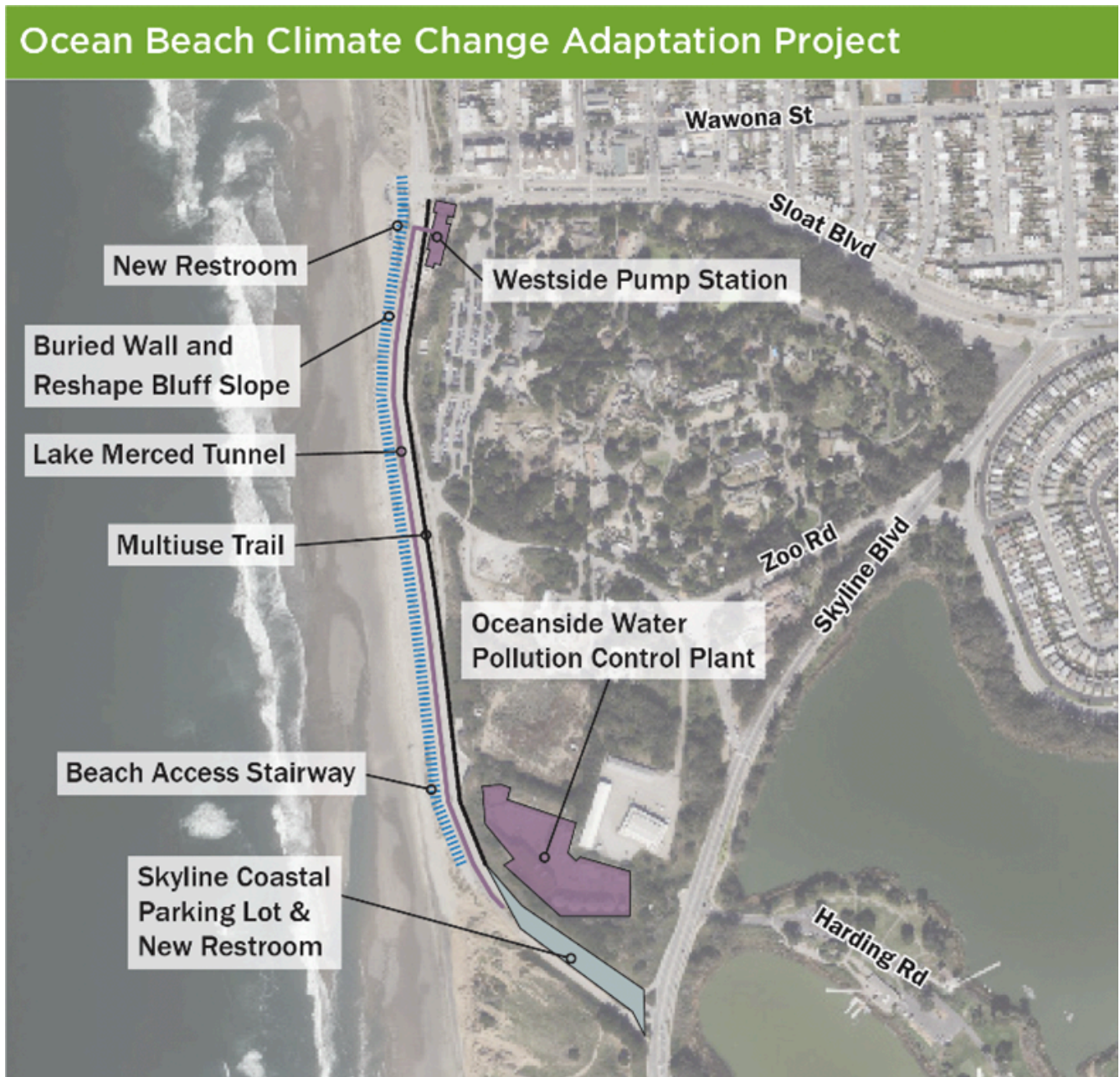
The Ocean Beach Climate Adaptation Project (OBCCAP) is situated along the Great Highway south of Sloat and north of Skyline. The Great Highway passes through Recreation and Park

Department property in this area. Recreational and open space elements planned for this soon to be former roadway include a multi-use trail, restrooms, beach access stairs and a parking lot, and are a part of the SFPUC's [Ocean Beach Climate Adaptation Project](#), which is in its design phase.

Goals of the Recreational and Open Space Project Elements of the OBCCAP

- Connect Coastal trail from the Great Highway to Lake Merced for use by pedestrians and cyclists;
- Provide pedestrian access to the shore; and
- Provide replacement parking to access the shore.

Project Overview



Ocean Beach south of Sloat has experienced significant erosion during the past 15 years. The [SPUR Ocean Beach Master Plan](#) outlines a managed retreat strategy to allow for some retreat of the coastline, while still protecting important city infrastructure, namely Public Utilities Commission wastewater pipes and associated infrastructure. The strategy includes four key aspects:

1. Buried seawall to protect the Lake Merced Tunnel;
2. Creation of multi-use trail and parking;
3. Roadway changes and intersection improvements.

4. Replace the Sloat Restroom with a new restroom building.

The Recreation and Park Department worked with the National Park Service, SFMTA, Public Works, PUC, and other government agencies to develop the Ocean Beach Climate Adaptation Project. Recreation and Park's proposed improvements to the area include adding a new multi-use trail for pedestrian and bike access between Sloat and Skyline - connecting a link along the shoreline that is currently missing, and replacing coastal parking.

More information about the coordinated effort to address Ocean Beach adaptation efforts can be found on the [San Francisco Planning Department's Ocean Beach website](#).

Recreational & Open Space Project Elements

Multi-Use Path

1. Build a multi-use path and replacement restroom in a closed portion of Great Highway;
2. Build a replacement parking lot;
3. Create plaza near Sloat and Great Highway; and
4. Open trail to connect to beach and existing trail network once tunnel work completed.

Project Partners

- SPUR
- Public Utilities Commission
- San Francisco Public Works
- San Francisco Planning Department
- San Francisco Municipal Transportation Agency (SFMTA)
- National Park Service: Golden Gate National Recreation Area
- San Francisco Zoo
- San Francisco County Transportation Authority (SFCTA)
- Caltrans (California Department of Transportation)
- California Coastal Commission

Funding

Funding source amounts to be determined based on final scope, but may include:

- 2020 Health and Recovery Bond
- SFPUC
- San Francisco Office of Resilience and Capital Planning

Estimated Project Schedule

Planning, 2016

Design, 2019

Construction begins, Late 2026

Open to the Public, TBD

Project Updates

If you would like to receive updates about all our active projects, please visit the [News Flash](#) section of our webpage and subscribe to "Rec Park Improvements | All Project Updates," or pick-and-choose your subscriptions by project name.

[Contact Us](#)

1. San Francisco Recreation and Parks is committed to ensuring that our digital services are accessible to all users, including people with disabilities.

We strive to meet or exceed the requirements of the [Web Content Accessibility Guidelines \(WCAG\) 2.1, Level AA](#) and the [San Francisco Language Access Ordinance](#).

If you encounter an accessibility barrier while using this website, please contact our Communications team at rpinfo@sfgov.org.

To help us respond as effectively as possible, please include:

- The web page address (URL) where you encountered the issue
- A description of the problem
- The assistive technology, browser, and device you were using, if applicable

We will make every reasonable effort to address your concerns in a timely manner.

City employees and job applicants requiring accommodations should contact [Human Resources](#).

EXHIBIT 22



London N. Breed
Mayor

Department of Emergency Management

1011 Turk Street, San Francisco, CA 94102

Phone: (415) 558-3800 Fax: (415) 558-3843



Mary Ellen Carroll
Executive Director

July 26, 2024

Dear Supervisor Engardio,

This Letter is in response to your inquiry regarding pre-designated routing for emergency evacuations and if a closure of the Upper Great Highway would impact emergency evacuations. My colleagues at SFFD, SFPD, MTA, DPW, and I can advise you that San Francisco's emergency plans are designed to be flexible, adaptable, and scalable to respond to any hazard that may impact our city. As maintaining this flexibility is essential to successful emergency response, the city does not pre-designate specific evacuation routes or thoroughfares. The Upper Great Highway is not a designated evacuation route and closing it to private vehicles will not change our existing emergency response protocols.

In an emergency requiring an evacuation, trained public safety personnel will make the best decisions in the moment, including routes, to protect residents, guests, and workers. Our city's first responders are prepared to perform evacuations in any neighborhood at any time, including along the Upper Great Highway and its environs.

Regards,

A handwritten signature in black ink, appearing to read "M. Carroll".

Mary Ellen Carroll
Executive Director
Department of Emergency Management

EXHIBIT 23



RIVERA
SUNSET BLINES

NO PARKING
ANYTIME

EXHIBIT 24



EXHIBIT 25



EXHIBIT 26

NORIEGA



EXHIBIT 27



EXHIBIT 28



EXHIBIT 29



EXHIBIT 30



EXHIBIT 31



EXHIBIT 32

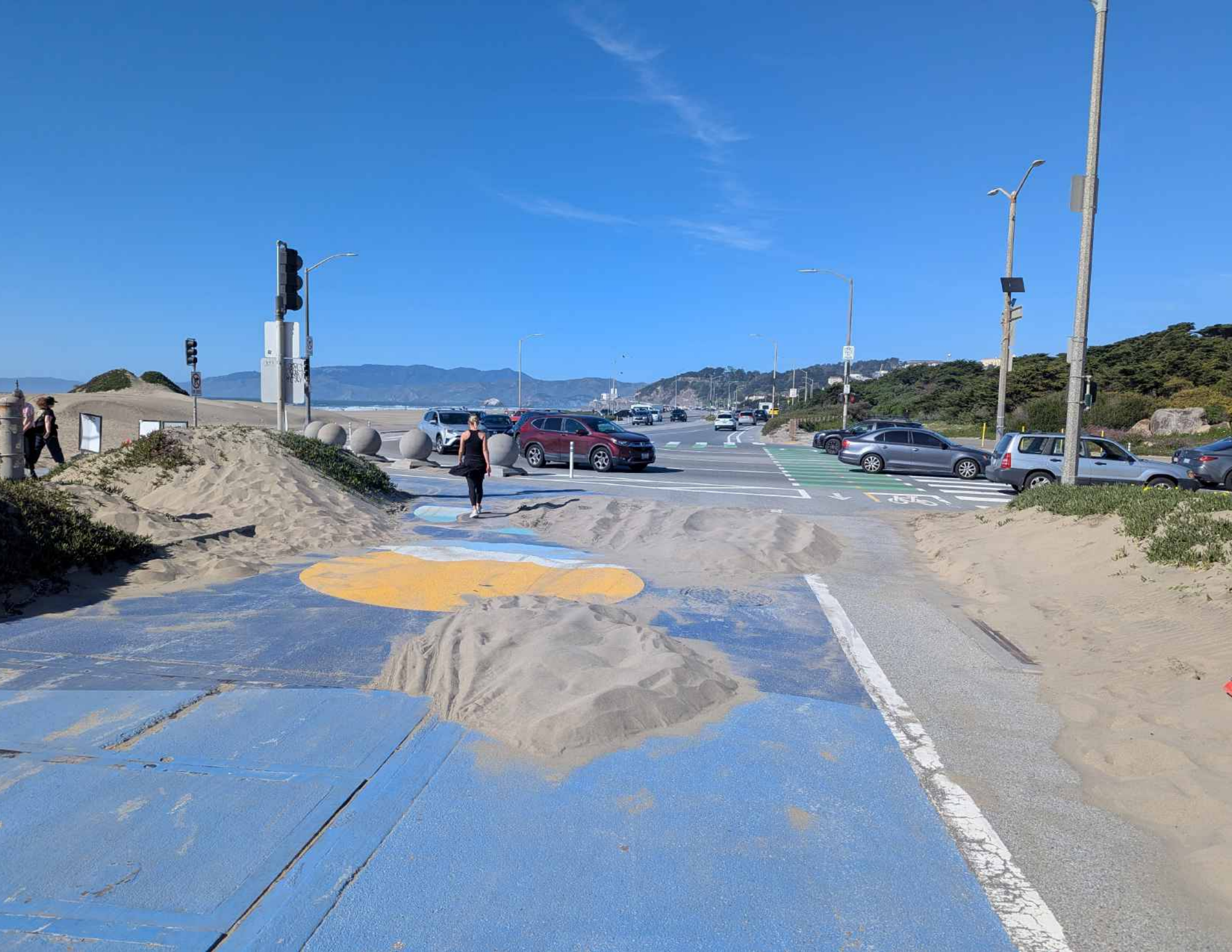


EXHIBIT 33



EXHIBIT 34



EXHIBIT 35

