

Traffic

Q: How will this project affect traffic flow on Sloat, 47th, 46th, and Upper Great Highway?

A: The pandemic has changed traffic conditions significantly. SFMTA has been monitoring traffic conditions across the city, and we realize that some of the modifications that have been made to the overall transportation system have placed strain on various corridors and segments of the transportation network on the westside of San Francisco. Over the past two years, SFMTA implemented a robust traffic management program in the Outer Sunset when the Great Highway was closed at the beginning of the pandemic. The data that has been collected indicates there has been a reduction in traffic speed and volume. As additional data is available it will be shared [here](#).

Q: Yes, has anyone working on this project lived in this area. Fridays are already a nightmare because of the closure of the Great Highway. It is already backed up to the Lake Merced boathouse on Fridays. It will be like that every day with no through traffic!

A: We have been collecting a lot of data and monitoring the work on the west side. Last year we did look at some of the large capacity corridors that move traffic on the westside and those include 19th Avenue and Sunset Boulevard, especially in light of the Ocean Beach Climate Change Adaptation Project's closure of the Great Highway between Sloat Boulevard and Skyline Boulevard. Our analysis indicates that those corridors have more than adequate capacity to move traffic and that the changes that are proposed in the Ocean Beach Climate Change Adaptation Project can be managed with improvements to those intersections which are currently in planning or design (Sloat/Skyline and Great Highway/Skyline). We will continue to monitor conditions closely as changes to the network are made, and adjust as we go forward to make sure that residents can move seamlessly and safely on the westside.

Q: Will the Muni stop be moved closer to zoo?

A: There are proposed changes for the final Muni stop on Sloat Boulevard and the Great Highway. The existing turnaround/layover/bus stop for the Muni 23 Monterey would be relocated from the area west of the Sloat Boulevard/Great Highway intersection to the existing bus stop on the north side of Sloat Boulevard, west of 47th Avenue.

Q: This may be addressed in the MTA updates, but hope there is some plan to review that 3-way stop sign at Sloat & Skyline? Coming north for cars and bikes, that can be a significant backup during commute hours or on weekends with the influx of visitors.

A: We do plan to install a signal at Sloat and Skyline intersection. The Sloat and Skyline Intersection Alternatives Project looked at two options and has chosen the signal over the roundabout for this location, and that signal light is anticipated to be in place by the end of 2023.

Q: My wife and I are active seniors in the mid-Parkside area. We are several blocks from the nearest Muni stop, and we rely on our car to access the entire city. Recent changes in traffic flow have made it increasingly difficult for us to get around the city. At a minimum, can you audit your slow streets — Ortega and Kirkham in our neighborhood — to make sure they are actually being used as intended, and not simply expanding them for years for the people who live on those streets?

A: The Slow Streets Program was put in place during COVID to improve health and recreational opportunities on a number of streets throughout the city. SFMTA has been doing very detailed monitoring and community engagement to make sure the Slow Streets are being utilized and that it is not creating access issues. More info can be found [here](#).

Q: What is the Sloat Blvd Quick Build project?

A: This is a recently proposed project along Sloat Boulevard. We do not have a scope developed at this point, but SFMTA will conduct outreach associated with this project. This portion of Sloat is part of the city's high injury network, and so as part of our Zero Vision efforts that are trying to make SF streets safer for all of our users, we have been implementing quick-build projects that facilitate safer conditions for all users including motorists. Stay tuned for more details on the specific scope and our hope is that this will be implemented by the end of 2023.

Q: You do realize that whenever you install one of your traffic signalizations, that you create a nightmare for the entire city. Why have you removed synchronizing the traffic lights along Sunset Boulevard? Are your plans to permanently close the Great Highway from Sloat to Skyline and use safety as an excuse to do so?

A: The rationale for closing the Great Highway between Sloat and Skyline is to address the climate change issues with sea level rise and to allow for the open space amenities that will be required by the California Coastal Commission. San Francisco is not alone in the need to respond to the issues resulting from sea level rise.

Q: How will the climate adaptation project construction affect traffic flow on Upper and Lower Great Highway?

A: The pandemic has changed traffic behavior significantly. SFMTA has been monitoring traffic conditions across the city, and we realize that some of the modifications that have been made to the overall system have placed strain on various aspects of the transportation network. SFMTA also implemented a robust traffic management program in the Outer Sunset when the Great Highway was closed at the beginning of the pandemic. All of the data indicates there has been a reduction in traffic speed and volume in the Outer Sunset. More information can be found [here](#).

The [Draft EIR \(pp. 4.3-20 through 4.3-25\)](#) discusses the construction traffic scenario, including construction truck and worker trips, vehicle access routes, and traffic volumes resulting from rerouting of existing traffic due to the closure of the Great Highway between Sloat and Skyline boulevards that would occur during the first construction phase. The weekday peak hour traffic volumes for various roadway segments were calculated and compared to traffic volume data collected prior to the Covid-19 pandemic. For the Great Highway north of Sloat Boulevard (upper great highway), traffic volumes during peak construction would be approximately 20 percent lower than the existing (pre-Covid) traffic volumes.

Q: Capacity has spilled into the Central Sunset from 19th Avenue construction, Sunset Boulevard pressures due to the Great Highway closure, and actual closure of the Great Highway. What are you doing to monitor the Central Sunset? It has borne a huge amount of the traffic changes.

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Q: The closure of some of the streets in the west side of Golden Gate Park has impacted north-south travel from the Parkside/Sunset to the Richmond District when traveling on Sunset Blvd. Is there any plan to re-open those streets?

A: For more info on the Golden Gate Park Access and Safety Program please see [here](#).

Q: Thank you for the work on this multiagency effort. Glad to hear the long-term planning update to adapt to coastal erosion and integrate a multi-modal system. Tantamount is adapting the entire Westside network. I look forward to a data driven and robust stakeholder approach to making hard decisions for the West side to the city. With all these improvements as well as the potential closure of Great Highway, do you feel these collective design efforts will help mitigate traffic, equitable access, and safety concerns?

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implemented a robust traffic management program in the Outer Sunset when the Great Highway was closed at the beginning of the pandemic. All of the data indicates there has been a reduction in traffic speed and volume.

Q: How will public transportation options be modified to allow access to both ends of the area (route updates, frequency, etc.)?

A: Transit service was reduced citywide during the pandemic but the SFMTA has been expanding its transit service citywide in the recent months. As more transit improvements are advanced, we will conduct outreach and engagement to inform future improvements that can improve transit service on the city's westside.

Funding

Q: How is the work being funded?

A: Much of these projects are ratepayer funded. The Westside Pump Station Reliability Improvements Project is part of the larger citywide wastewater capital improvements known as the Sewer System Improvement Program, which is a multi-year, multi-billion dollar citywide investment in San Francisco's wastewater infrastructure. Some of the projects also include state, federal funding, or low-interest loans such as the Water Infrastructure Financing and Innovation Act (WIFIA) loans, State Revolving Fund (SRF) loans, and funding from project partners. The Recreation and Parks portion of the Ocean Beach Climate Change Adaptation Project is being funded by the 2020 Health and Recovery Bond and the Federal Highway Administration. The SFMTA is including the cost of these upgrades in the 5 Year Capital Budget which went in front of the SFMTA board this week.

Lighting

Q: This is International Dark Sky week. I am hoping that there will be no or minimal night lighting along the project. What kind of lighting is planned (or not?)

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Q: Lighting: Please consider motion-sensors and other creative ways to make this area as dark as possible, both for Dark Skies (a place to see the stars!) and for wildlife.

A: The Ocean Beach Climate Change Adaptation project will include lighting along the trail which will be placed as conservatively as possible to minimize artificial lighting. The design team has taken into consideration the American Association of State Highway and Transportation official state guidance as well as the National Park Service's [Management Policies for Lightscape Management](#), and the lighting will have flat lenses on downward facing lights. The minimal lighting along the multi-use trail would incorporate National Park Service best management practices for lighting, including only adding lighting where it is needed, shielding lights and directing them downward, and using lamps with warmer colors.

Timber slatting would be used in front of glass areas of the restroom, and lighting at the restroom would be shielded and minimal, similar to the existing restroom at the western terminus of Sloat Boulevard and consistent with the city's standards for bird-safe buildings. The SFPUC is working with our operational team to determine how much lighting, if any, would be necessary along the planned access road, recognizing it is a 24 hour, 7 days a week operation we want to make sure we have safe conditions for our staff going in and out of those areas. More information on the management of SFPUC owned streetlights can be found [here](#).

Accessibility

Q: If the plan still is for only 1 bathroom at one end of the trail, can you please add a bathroom at the other end? Folks will be eternally grateful.

A: Recreation and Parks has examined installing the restroom at the parking lot, however with the restroom at Sloat Boulevard and the restroom at Harding Park, which is closer to the Skyline coastal parking lot than the Sloat restroom, we have restroom coverage that balances both the public's needs and our operational capacity. We will add signage to the parking lot directing users to those two closest restrooms.

Q: Great that you have steps that will go down to the beach. Any plans for a ramp for folks using walkers, parents with strollers, folks with bad knees (steps are much harder).

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Q: Will the stairwell to the beach be accessible for mobility challenged seniors & disabled so they can access the beach?

A: Working with the National Park Service and the Coastal Commission, one of the main objectives of the Ocean Beach Climate Change Adaptation Project is to remove hardscape (non-environmentally friendly materials) off the beach. This area is one of the more dangerous parts of Ocean Beach due to rip tide activity, and so have been coordinating on alternate locations to have beach access that would be accessible from the project location. In addition, we are making sure all the other elements of the project are ADA accessible.

Q: What equipment is being purchased to clean inevitable sand from this new area? Currently loaders and trucks are used on the Great Highway, but this will not be feasible in this new area . Also, how many additional Recreation and Parks personnel are planned to maintain this area?

A: The design of the coastal trail has to accommodate a number of things, including access for emergency vehicles, supporting the weight of equipment needed to keep this area clean from sand, and to the best of our ability reducing windblown sand (seat wall along the coastal trail, plantings, other aspects still being developed). All of these elements will be included in our permit with the California Coastal Commission. It is a multi-agency responsibility to maintain this area, and we continue to

evaluate best practices and how to address these concerns, specifically around sand removal and ongoing maintenance.

Construction Impacts

Q: Where will the SFPUC local [construction] offices be related to this project? Same place as SFPUC offices for the wastewater pump station project?

A: As described in the [Draft EIR on page 2-31](#), multiple areas may be used for construction staging, including construction trailers and construction worker parking. The following potential construction staging areas may be used:

- The Great Highway's closed northbound and (until demolished) southbound lanes. SFPUC operations and maintenance staff would also use the Great Highway's northbound lanes to access the Westside Pump Station and Oceanside Treatment Plant during construction.
- The existing NPS parking lot at the western terminus of Sloat Boulevard (until removed).
- The closed area of Ocean Beach, intermittently during Phase 3 (revetment removal and initial sand placement). Work on the beach would be weather and wave-condition-dependent.
- Available space within the Oceanside Treatment Plant, Westside Pump Station, and Zoo Pump Station.

Q: For the piles that will be installed to 30 feet and 60 feet - will those be driven or screwed? Screwed is quieter...

A: To construct the secant pile wall, two stages of pile drilling and concrete filling would be required – one for primary pile installation and the other for secondary pile installation. Pile drilling is auger drilling, which is quieter than pile driving.

Q: Who decides on the Architect of the buildings that you are installing on the Great Highway? The Great Highway is beautiful without those structures. How can you feel that destroying the beauty of the California Coast with ugly contemporary buildings is an improvement in the name of safety?

A: The new restroom building that will be constructed as part of the Ocean Beach Climate Change Adaptation project has received Phase 1 approval from the Art Commission's Civic Design Review.

Q: Can we get the presentation from the website?

A: A copy of the PowerPoint presentation and a video recording of the webinar can be found at sfpu.org/oceanbeach.