



OFFICE OF THE CONTROLLER
CITY AND COUNTY OF SAN FRANCISCO

Greg Wagner
Controller
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Mr. John Arntz
Department of Elections
City Hall 1 Dr. Carlton B. Goodlett Place Room 48
San Francisco, CA 94102-4689

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

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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.