



OFFICE OF THE CONTROLLER

CITY AND COUNTY OF SAN FRANCISCO

Greg Wagner
Controller

ChiaYu Ma
Deputy Controller

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

August 10, 2026

RE: Proposition G – Allowing Private Vehicles on the Great Highway in Sunset Dunes Park

Dear Mr. Arntz,

Should the proposed Ordinance be approved by the voters and the roadway is open to private vehicles, in my opinion, it would significantly increase the cost of government by approximately \$9.8 million in one-time capital costs and by approximately \$500,000 to \$1.9 million annually. 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 and operational decisions made by departments, as an ordinance cannot bind future Mayors and Boards of Supervisors to provide funding for this or any other purpose.

The proposed initiative ordinance would amend the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard from Friday at 6:00 PM until Monday at 4:00 AM and on holidays.

Depending on future operational decisions made by City departments, the proposed Ordinance could result in annual cost increases ranging from \$500,000 to \$1.9 million. This includes traffic signal maintenance costs, annualized roadway maintenance and replacement costs, and an additional cost for sand removal and dune reshaping. The sand removal and dune reshaping would cost approximately \$100,000 and \$1.5 million more each year, which represents an increase over current levels of service. Sand removal costs are highly dependent on the defined level of service, weather conditions and funding availability, which results in a wide range of potential costs. For context, sand removal and dune reshaping for Sunset Dunes Park was approximately \$290,000 in FY 2024-2025 and \$330,000 in FY 2025-2026. In prior years when the roadway was open to vehicles on weekdays, actual expenditures for sand removal and dune reshaping was approximately \$860,000 in FY 2022-2023 and \$420,000 in FY 2023-2024. The proposed Ordinance would also result in decreased staffing needs and maintenance of Sunset Dunes Park as a park during weekdays, reducing costs and freeing staff to work on other functions. For context, staffing at Sunset Dunes Park costs approximately \$300,000 annually for 1.5 full-time-equivalent positions.

Additionally, the proposed Ordinance would likely result in increased, one-time capital project costs of approximately \$9.8 million. This would include approximately \$750,000 to remove existing park elements and restore roadway segments, \$8.8 million in new traffic signals at 8 intersections,

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and \$200,000 for temporary and permanent restriping and signage. A full signal upgrade would be necessary approximately every 30 years. Installation of signals at the intersection of the Upper Great Highway and Sloat Boulevard would result in changes to the Ocean Beach Climate Change Adaptation Project, which could result in additional project costs for redesigning elements of the planned plaza.

Finally, the proposed Ordinance would require a coastal development permit. Applying for the coastal development permit may prompt additional requirements, including studies or permit conditions, that may increase the cost of government, although at a level that cannot be determined at this time.

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.