



San Francisco
County Transportation
Authority

Angela Tsao <angela.tsao@sfcta.org>

Please open GG Park

1 message

'Ann Harter' via Clerk <clerk@sfcta.org>
Reply-To: Ann Harter <annharter@icloud.com>
To: clerk@sfcta.org

Sat, Apr 23, 2022 at 11:03 AM

It is essential to open Golden Gate Park,
so ALL can enjoy and access.
Thanks so much,
Ann Harter

Sent from my iPhone

Comment for the BOS meeting April 26, 2022

1 message

Christina S <christinashih1@gmail.com>
To: clerk@sfcta.org

Fri, Apr 22, 2022 at 11:26 PM

I want to register my strong objection to the permanent closure of JFK as a 40 year resident of SF who lives in the outer Richmond. I raised a young daughter who learned to ride her bike perfectly well without requiring the closure of roads to cars. We used school playgrounds, playgrounds, sidewalks, empty parking lots to learn. I never felt the need to have public streets closed to cars.

As a 72 yo woman with increasing arthritis I am not going to ride a bicycle as a primary form of transportation nor even for recreation at this point. I gave away my bike 10 years ago. These street closures appear to be catering to a very small subset of SF residents - namely bicycle advocates. Bicycles remain a very small percentage of the various modes of travel (cars, public transit, walking, ride shares) and I don't understand why the city continues to invest money and time into meeting the needs of a very small percentage of the city's population and not focus on the needs of the larger group. If they demand a car free Bay to Ocean route - why not just build them one through the park that will then separate cars from bicyclists from pedestrians. Mingling all these users (even without cars) still results in injuries which continue to occur despite the false claims by SF Park and Rec that there have been no injuries with the closure of JFK. I am using data from the Transbase data base as support.

I am a member of the Fine Arts Museum and I have not been to the museum in over two years now. I continue to go to the Legion of Honor because I can get there easily by walking or driving and being able to find parking within a reasonable distance. Not so the deYoung. I also use to go to the Botanical gardens frequently, but no longer because MLK has to now accommodate the parking needs for twice the number of cars. It now fills up early in the morning unlike pre-pandemic.

I attempted to use Muni twice during the pandemic and it was very unpleasant with fare jumpers, belligerent, improperly masked passengers and the lack of social distancing. Given the racially motivated assaults against Asian Americans in addition to the run of mill crime now rampant in SF I am very unlikely to use buses to get to the eastern end of GG Park.

Closure of JFK has been rejected twice by the popular vote in the past and yet you continue to want to ram it down our throats using COVID as the pretext.

I attended several hearings that included the physically disabled and families with elderly members and their stories are very moving regarding the inability to use the park like they use to. The park shuttles have no shelters, the shuttles themselves run erratically and too infrequently to compensate for the lack of street parking near the attractions at the eastern end of the park.

I use to be a supporter of the Friends of Park and Rec, I will no longer support them. I use to support bond measures to support Muni and public transit. I will no longer support them since I believe the SFMTA has been captured by an unregistered lobbying group (the Bicycle Coalition) who have become embedded in the agency and who through collusion with the SFMTA rally their members to skew surveys and hearings.

Christina Shih, MD



Keep Golden Gate Park Open

1 message

Joyce Foreman <joycefor@sbcglobal.net>
To: "clerk@sfcta.org" <clerk@sfcta.org>

Sun, Apr 24, 2022 at 10:51 AM

Please ask for a return to the 2007 Compromise Agreement protocols, which kept the road open to all 24 hours a day except 6am - 6pm Sundays and holidays, and Tea Garden Drive to Transverse Drive on Saturdays April 1-September 30, 6am-6pm.

This is vital for seniors and people with disabilities.

Joyce Foreman



Please reopen streets

1 message

Susie Weil Lakatos <susiewl@sbcglobal.net>
To: clerk@sfcta.org

Mon, Apr 25, 2022 at 12:49 PM

To Whom it May Concern,

I am a 70 year old ,born and raised San Franciscan. I can understand initially ,when Covid started , the need for some streets to close while the kids were unable to go to school and some parks were closed.

That is not the case anymore!

Lake St. , Clay St. etc all should

be reopened. JFK and the Great Highway should all be reopened except on weekends.

As a senior citizen, it is difficult to ride Muni and walk to the museums, stow lake etc.

The S.F. bike coalition is getting too powerful and is making driving on the Great Highway extremely dangerous on Thursday afternoons as a protest. Why is the city allowing this?

Please reopen everything as it was pre-Covid!

Sincerely,

Susan Lakatos

Sent from my iPhone

Public Comment for Joint Special Transportation Authority Board Meeting with the Board of Supervisors, 4/26/22

1 message

Nan Zerner <nzerner@gmail.com>

Mon, Apr 25, 2022 at 2:22 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, "Gordon (BOS)" <gordon.mar@sfgov.org>, London Breed <mayorlondonbreed@sfgov.org>, "Marstaff (BOS)" <marstaff@sfgov.org>, Connie Chan <connie.chan@sfgov.org>, "ChanStaff (BOS)" <ChanStaff@sfgov.org>, myrna.melgar@sfgov.org, MelgarStaff@sfgov.org, Matt.Haney@sfgov.org, Aaron.Peskin@sfgov.org, Dean.Preston@sfgov.org, Hillary.Ronen@sfgov.org, Ahsha.Safai@sfgov.org, Catherine.Stefani@sfgov.org, shamann.Walton@sfgov.org

I am rewriting the words of my neighbor and friend Tony Villa. It seems pointless to continue to persuade you of our stance on the closures of roads as it seems that you have all decided the fate of our cities roads without offering the voters the opportunity to share their voices. As tens of thousands of us have united to ask, beg and plead that the roads that are scarcely used Monday-Friday be opened back up to cars to alleviate the hellish traffic and congestion not to mention safety of the individuals who believe that walking in the center of a car traveled road with their children has become safe. I implore you to reconsider your closures because the next election will determine who and who you do not respond to. I have written upwards of more than 40 emails, calls and heard from only Connie Chan and one response from Mr. Mar.

Here is the letter that our Open the Great Highway Group and Open Lake Street have shared with us and I again ask you for your time to consider all of the needs of your constituents, not just the handful of lawless entitled bike riders.

Yours,
Nancy Zerner
Librarian and Media Specialist
Fernando Rivera Intermediate School
Daly City, CA 94015

Home owner and resident of the Richmond District

Dear Board of Supervisors and Transportation Authority Board,

I am writing to urge you to reject a full and permanent closure of JFK Drive. The closure of JFK Drive limits access to Golden Gate Park and beloved San Francisco institutions for people with disabilities, seniors, multi-generational families and those who live far away from the park. Golden Gate Park belongs to everyone, not just those who can afford to live near the park or can easily bike and walk.

I can guarantee that should you vote for permanent closure of JFK, your political aspirations will end. Lawsuits are already in place along with a ballot initiative to keep these roads of SF open. The same voters that recalled the school board, as all of you sat idle, will replace all of you. The DA is next. All of you can be next to go depending how you vote. Instead of making recreation areas, fix muni, fix the roads, fix the schools, fix the crime, fix the homeless, fix the people living in trailers, fix the city hall corruption, and fix our infrastructure. Between 1919 and 2022 you gave \$2,000,000 to the SF Bicycle Coalition and Walk SF as consultants without ever going out to bid? At one time, we had Janet Li, a Bart Board director, working as a consultant for SF Bicycle Coalition for a six figure income. This is San Francisco tax payer money!

We need a better city than having more places to ride our electric bicycles and skateboards. The park was designed for people to walk through the trees and enjoy a picnic on the grass with friends and family. Not to ride a skateboard on asphalt! Do what makes sense and do the right thing. All of us need to get to The De Young Science Academy and enjoy the park. I was a member of SF Bike Coalition for over 20 years till this grassroots organization turned into a political lobby funded mostly by the city. I can no longer ride a bicycle, but still enjoyed driving through the park to smell the roses.

Thank you,

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A good library will never be too neat, or too dusty, because somebody will always be in it, taking books off the shelves and staying up late reading them. ~Lemony Snicket

Public comment for SF BOS 4-26-22 committee of the whole meeting

1 message

Vicki Bruckner <victoriabruckner988@gmail.com>

Sat, Apr 23, 2022 at 1:55 PM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org, chanstaff@sfgov.org, Catherine.Stefani@sfgov.org, Aaron Peskin <Aaron.Peskin@sfgov.org>, marstaff@sfgov.org, prestonstaff@sfgov.org, Matt.Haney@sfgov.org, Myrna Melgar <Myrna.Melgar@sfgov.org>, Rafael.Mandelman@sfgov.org, Hillary.Ronen@sfgov.org, Shamann.Walton@sfgov.org, Ahsha.Safai@sfgov.org, Connie.Chan@sfgov.org, Gordon.Mar@sfgov.org, Dean Preston <Dean.Preston@sfgov.org>

Dear San Francisco Supervisors,

As a senior with a lifelong mobility disability who has lived in San Francisco for 44 years, and enjoyed Golden Gate Park for all of them, until two years ago, I must urge you in the strongest possible terms to **PLEASE VOTE DOWN MAYOR BREED'S PROPOSAL TO PERMANENTLY CLOSE JOHN F. KENNEDY DRIVE!**

Though **permanent closure of JFK Drive will bar me from the places I love most in Golden Gate Park for the rest of my life**, it is not for personal reasons alone that I take this stand.

Mayor Breed's callous and heedless proposal is blatantly discriminatory, not only against seniors and people with disabilities, but also against parents of young children, who must travel long distances with them and their strollers, diapers, toys and lunches in tow in order to be able to enjoy the unique gardens, facilities, programs and classes that Golden Gate Park offers to all members of the public.

Why penalize these parents? And why penalize the working people of San Francisco and its suburbs, who live farther from Golden Gate Park, but are equally entitled to enjoy its benefits? Many of them are the essential workers who risked their lives to provide for us during the worst months of the Covid-19 pandemic! They do not have enough free time to spend hours on our inadequate public transit system on their only day off to reach the Park they love.

Golden Gate Park is not merely a neighborhood park. It is a world-class jewel that was open and accessible to everyone before JFK Drive was closed two years ago. Now, it is only accessible to those who are physically fit enough to skate, jog or cycle long distances to reach it, or who are affluent enough to live nearby.

This is the most blatant, bald-faced, ableist discrimination I have witnessed in my entire life. And, as a seventy-year-old person with a disability, I can assure you I have experienced a lifetime of discrimination.

It now is abundantly clear that affluent, ableist San Franciscans, who behave as if they believe only in survival of the fittest, are attempting to appropriate the public greenery, gardens and programs in Golden Gate Park primarily for their own private use.

Supervisors, please don't be bullied into letting this happen! Don't confuse greed with "green." In the interest of Climate Justice for *all* San Franciscans, not just a few, please vote Mayor Breed's proposal down!

Respectfully yours,

Victoria Bruckner

[580 Capp Street, Apt. 706](#)

[San Francisco, CA 94110](#)

[\(415\) 757-0559](#)

victoriabruckner988@gmail.com



road closure

1 message

'Ann Goldman' via Clerk <clerk@sfcta.org>

Sat, Apr 23, 2022 at 9:17 AM

Reply-To: Ann Goldman <anngoldie@yahoo.com>

To: "Board.of.Supervisors@sfgov.org" <board.of.supervisors@sfgov.org>, "clerk@sfcta.org" <clerk@sfcta.org>

I live in Berkeley and am 83 years old. The road closure would discourage me from visiting the park and from taking out-of-town visitors there. I worry that not only would the road be closed to cars, but it would be full of fast traveling bikes, skate boards, scooters, skates, and all the other things young people use without regard to older, slower pedestrians.

"The continued closure of the road restricts access for people with disabilities, seniors, families with young children, people who do not live close to the Park, and low-income communities."

Ann Goldman

Keep Golden Gate Park Open for All

1 message

John Beshears <jlbeshears@comcast.net>

Sat, Apr 23, 2022 at 8:47 AM

To: "Board.of.Supervisors@sfgov.org" <Board.of.Supervisors@sfgov.org>, "clerk@SFCTA.org" <clerk@sfcta.org>

Dear Board of Supervisors and Transportation Authority Board,

I am writing to urge you to reject a full and permanent closure of JFK Drive. The closure of JFK Drive limits access to Golden Gate Park and beloved San Francisco institutions for people with disabilities, seniors, multi-generational families and those who live far away from the park. Golden Gate Park belongs to everyone, not just those who can afford to live near the park or can easily bike and walk.

It may have made sense to close Kennedy Drive during the pandemic, but now that things are getting back to normal it is not necessary or desirable.

Thank you,

Jack & Eleanor Beshears
San Francisco Residents



park closure

1 message

'judith zimrin' via Clerk <clerk@sfcta.org>

Sat, Apr 23, 2022 at 12:54 PM

Reply-To: judith zimrin <jlzs@yaho.com>

To: "Board.of.Supervisors@sfgov.org" <Board.of.Supervisors@sfgov.org>, "clerk@sfcta.org" <clerk@sfcta.org>

For access to many activities in Golden Gate Park it is important to permanently reject closing JFK Drive.

I am a resident of North Beach, take advantage of the park on a regular basis. There is no way these visits could be continued without driving access.

Thank you,

Judith Zimrin

Board.of.Supervisors@sfgov.org, clerk@sfcta.org

For BOS/SFCTA mtng : File Nos. 220370; 220621; 220339

1 message

Nicky T. <nrtrasvina@gmail.com>

Mon, Apr 25, 2022 at 10:32 AM

To: "To: Transportation Authority" <clerk@sfcta.org>, "Board.of.Supervisors@sfgov.org" <board.of.supervisors@sfgov.org>

Dear Ma'am or Sir,

I am writing in reference to the April 26, 2022 Joint Meeting of the San Francisco Board of Supervisors and San Francisco County Transportation Authority.

Please include the attached document in the Board Packets for the following Board File Numbers on the Agenda: **File Nos. 220370; 220621; 220339**

These attached documents must be part of the Record for this meeting.

Thank you for your assistance.

Nicky Trasvina



Untitled attachment 00003.html

4K


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**Godâ s Word Never Fails to . . .**  
[cmyers987@gmail.com](mailto:cmyers987@gmail.com)  
(415)887 8743

On Apr 23, 2022, at 8:22 AM, Anne & Jerry Jayne <[jjayne@sanbrunocable.com](mailto:jjayne@sanbrunocable.com)> wrote:

ï»¿

**From:** Nicky T. [mailto:[nrtrasvina@gmail.com](mailto:nrtrasvina@gmail.com)]  
**Sent:** Friday, April 22, 2022 4:04 PM  
**To:** Anne Jayne <[jjayne@sanbrunocable.com](mailto:jjayne@sanbrunocable.com)>; Christine Brown <[honeybunch1929@gmail.com](mailto:honeybunch1929@gmail.com)>  
**Cc:** Tomasita Medal <[tomasitamedal@gmail.com](mailto:tomasitamedal@gmail.com)>  
**Subject:** CWU letter of support

Dear Sisters Christine and Anne,

Thank you so much for supporting the issue of keeping JFK Drive in GGP open for all. This issue was presented to CWU - SF Unit on April 6th, 2022 by organizer Tomasita MedÃ¡l.

We appreciate that an official letter of support was sent to Mayor Breed and the SF Board of Supervisors from the statewide CWU office. Would it be possible for us to get a copy of the letter for our records and so we can share it with our supporters? Thank you so much for standing up for seniors, disabled people, and working families of SF.

**In solidarity,**

Nicky Trasvina

Member, CWU-SF unit

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## Fwd: Fwd: Iclaa resolution draft

1 message

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Nicky T. <nrtrasvina@gmail.com>

Mon, Apr 25, 2022 at 10:38 AM

To: "To: Transportation Authority" <clerk@sfcta.org>, "Board.of.Supervisors@sfgov.org" <board.of.supervisors@sfgov.org>

Cc: "Nicky T." <nrtrasvina@gmail.com>

Dear Ma'am or Sir,

I am writing in reference to the April 26, 2022 Joint Meeting of the San Francisco Board of Supervisors and San Francisco County Transportation Authority.

Please include the attached document in the Board Packets for the following Board File Numbers on the Agenda: **File Nos. 220370; 220621; 220339**

These attached documents must be part of the Record for this meeting.

Thank you for your assistance.

Nicky Trasvina

Member SF LCLAA and SF LWC

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### 2 attachments



**SF LWC resolution on JFK Dr.pdf**

105K



**SF LCLAA resolution on JFK Drive.pdf**

118K

**San Francisco**  
**Living Wage Coalition**  
jobs for all

**2940 – 16<sup>th</sup> Street #301**

**San Francisco, CA 94103**

**415-863-1225 • [sflivingwage@riseup.net](mailto:sflivingwage@riseup.net) • [www.livingwage-sf.org](http://www.livingwage-sf.org)**

Resolution to Support the Re-opening of JFK Drive in San Francisco's Golden Gate Park

Whereas: The closure of JFK Drive in Golden Gate Park puts severe limitations on access to the surrounding attractions to seniors, disabled individuals and families, especially multi-generational families that are the working-class backbone of San Francisco;

Whereas: The City and County of SF adopted a policy expanding access to non-vehicular traffic on one week- end day and holidays from 6am – 6 pm and closure on both Saturday and Sunday from April to September in the Compromise Agreement of 2007 (Park Code 6.12 and 6.13.)

Whereas: Mayor Breed disregarded the Compromise Agreement of 2007 when she eased the Compromise Agreement of 2007 to create more environments to participate in the outdoor activities during the COVID outbreak, with the promise to re-establish the conditions of the Agreement when the City re-opened. Yet Mayor Breed has failed to re-open JFK Drive since the opening of the City as of March 12, 2022 when we achieved normalcy;

Whereas: Working families from distant neighborhoods and outlying Bay Area communities are detrimentally affected by the no-car policy as it greatly hinders their ability when bringing family members and all their belongings to enjoy the various elements of Golden Gate Park;

Therefore, be it resolved that San Francisco Living Wage Coalition, is in support of the compromise proposal presented by Supervisor Chan for a partial reopening of JFK Drive to vehicles immediately.



# **LCLAA<sup>®</sup> San Francisco Chapter**

LABOR COUNCIL FOR LATIN AMERICAN ADVANCEMENT

**2940 – 16<sup>th</sup> Street #301**

**San Francisco, CA 94103**

**ph. 415-407-7117 • email: [poderpopular@sbcglobal.net](mailto:poderpopular@sbcglobal.net)**

Resolution to Support the Re-opening of JFK Drive in San Francisco's Golden Gate Park

Whereas: The closure of JFK Drive in Golden Gate Park puts severe limitations on access to the surrounding attractions to seniors, disabled individuals and families, especially multi-generational families that are the working-class backbone of San Francisco;

Whereas: The City and County of SF adopted a policy expanding access to non-vehicular traffic on one week- end day and holidays from 6am – 6 pm and closure on both Saturday and Sunday from April to September in the Compromise Agreement of 2007 (Park Code 6.12 and 6.13.)

Whereas: Mayor Breed disregarded the Compromise Agreement of 2007 when she eased the Compromise Agreement of 2007 to create more environments to participate in the outdoor activities during the COVID outbreak, with the promise to re-establish the conditions of the Agreement when the City re-opened. Yet Mayor Breed has failed to re-open JFK Drive since the opening of the City as of March 12, 2022 when we achieved normalcy;

Whereas: Working families from distant neighborhoods and outlying Bay Area communities are detrimentally affected by the no-car policy as it greatly hinders their ability when bringing family members and all their belongings to enjoy the various elements of Golden Gate Park;

Therefore, be it resolved that SF LCLAA , is in support of the compromise proposal presented by Supervisor Chan for a partial reopening of JFK Drive to vehicles immediately.

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## Public Servant Comment: Board of Supervisors and the SFCTA on April 26th, 9AM at City Hall

1 message

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Patrick Tatola <ptatola@famsf.org>

Sun, Apr 24, 2022 at 11:04 AM

To: Board.of.Supervisors@sfgov.org, clerk@sfcta.org

When I started working at The de Young Museum I was very pleased and glad we had all day parking on John F. Kennedy Drive. Working in San Francisco most of my adult life parking was not pleasant. Since the closure of JFK I have been parking at Stow Lake and walking into The de Young. My life has changed alot since 2015 when I started working at The de Young. It has been hard walking uphill after having Covid in 2021 and the added walking has also taken a toll on my body.

- **Health:** After starting working at The Fine Arts Museums of SF I have started suffering from: Plantar Fasciitis, Tophus Tendinitis. I'm only 34 years old. I cannot fathom those elder coworkers and the issues they endure and how JFK closure has impacted them. Covid has affected my breathing and I'm fighting to catch my breath when walking at a healthy pace.
- **Theft:** I have had my windows smashed and car ransacked while at work. My catalytic converter was stolen from my commuter car and also my coworker Arnaldo Lacayo. We both drive Honda Accords. I had the mechanic weld extra metal to divert future thefts and had to pay out of pocket thousands. I always worry if my car is still intact as I walk up to stow lake.
- **Commute:** I have sought after lateral transfers to leave The Fine Arts of SF due to commuting. I have turned down a position on the Peninsula with the SFPUC because of my family schedule. If I have to park further, use public transportation, add time to my commute I will not hesitate when the next position arises and also my family schedule is changing soon I won't need my work schedule to help.
- **JFK access and harrassment:** Sometimes we use our personal vehicles to transport tools between museums The New de Young and The Legion of Honor. We do not have a city vehicle but are required to have a Class: C Driver's License. We are supposed to be able to respond to emergencies at work after hours. Having a license is the only way we can respond within an hour to work. I have been avoiding maintenance requiring transportation of tools to avoid confrontation. I have encountered an individual on multiple occasions on JFK moving tools and sitting at my car parked at Stow Lake. I have avoided any negativity by giving the person a thumbs up and thanking them for their hard work. I have witnessed armed escorts delivering art being harrassed by people enjoying JFK drive walking, biking and running. It amazes me the entitlement and audacity by those enjoying JFK against those using JFK to access The de Young museum.
- **Handicap Access:** with JFK closure I have not seen as many guests on access days. On some Mondays the only day that we're closed the de Young would give access to those with mobility issues or special needs. There was quite a few handicap parking spaces on JFK drive.
- **Parking:** Many of my co-workers are forced to park in time restricted parking spaces and move their vehicles while on the clock.

Conclusion: The closure of JFK not only impacts me but, my coworkers, the disabled and our guests Please Re-Open JFK Drive!

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Engineer Patrick Tatola  
(he, him, his)  
(415)750-2619

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## Public Comment for Joint Special Transportation Authority Board Meeting with the Board of Supervisors, 4/26/22

1 message

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**S Garrett** <shigar16@gmail.com>  
To: clerk@sfcta.org, BoS-Supervisors@sfgov.org

Sat, Apr 23, 2022 at 7:03 AM

Dear Board of Supervisors and Transportation Authority Board,

I am writing to urge you to reject a full and permanent closure of JFK Drive. The closure of JFK Drive limits access to Golden Gate Park and beloved San Francisco institutions for people with disabilities, seniors, multi-generational families and those who live far away from the park. Golden Gate Park belongs to everyone, not just those who can afford to live near the park or can easily bike and walk.

I have lived in the both the Richmond and Sunset districts on and off since 1966. The park was always open to all - there is enough space for all. Let's compromise and keep it open to motorists Monday thru Saturday as it was before the pandemic.

Thank you,  
S Garrett  
San Francisco Resident



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## Joint Special Transportation Authority Board Meeting

1 message

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'Shawna J. McGrew' via Clerk <clerk@sfcta.org>

Mon, Apr 25, 2022 at 11:40 AM

Reply-To: "Shawna J. McGrew" <sunsetfog@aol.com>

To: "clerk@sfcta.org" <clerk@sfcta.org>, "Board.of.Supervisors@sfgov.org" <Board.of.Supervisors@sfgov.org>, "gordon.mar@sfgov.org" <gordon.mar@sfgov.org>

File #'s 220370, 220261, 220339

Dear Board of Supervisors & Transportation Authority Board,)

I am writing to urge you to reject a full & permanent closure of KFK Drive. The closure would limit access to Golden Gate Park and our beautiful deYoung & (I still call it) the Aquarium and the Tea Garden for anyone with mobility issues. Golden Gate Park is paid for by renters & property owners not just the Bike Coalition.

Why would you want to limit tourist access to the park our #1 revenue generator.

Free entry for San Franciscans to the "gardens of the park" is great but if you can not get there????

Thank you

Shawna McGrew

[Sunsetfog@aol.com](mailto:sunsetfog@aol.com)

P.S. It was working before I question who benefits from its closure?

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**SFTR Comment Letter: 4/26 Joint Committee of the Whole - SFCTA Equity Study - BOS Park Code, GGP Access and Safety Program, Slow Street Road Closures - BOS Park Code, GGP Access and Safety Program, Slow Street Road Closures, Modified Configurations**

1 message

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**Zack Deutsch-Gross** <zack@sfrtransitriders.org>  
To: bos@sfgov.org, Clerk <clerk@sfcta.org>

Mon, Apr 25, 2022 at 12:29 PM

Hi Angela and Angela,  
Please find attached SFTR's comment letter regarding tomorrow's BoS/SFTA joint meeting on JFK Drive. Thank you for adding it to the record, and for all you do.  
Zack

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**Zack Deutsch-Gross**

Advocacy Director

Pronouns: he, him

San Francisco Transit Riders

[Support our work!](#)



**4\_26 SFCTA Joint hearing SFTR support for Car-Free JFK and Transit Investments.pdf**  
498K





April 25, 2022

Dear San Francisco Board of Supervisors,

As the voice of riders throughout the city, San Francisco Transit Riders urges you to keep JFK Drive car-free and make significant investments to improve transit access to and within the park, particularly for equity priority communities.

By coupling a car-free JFK Drive with continued investments in transit, San Francisco can live up to its transit-first policy and promote a more equitable, livable, and sustainable city for all. Car-free JFK increases the amount of safe open-space accessible to all San Franciscans. It directly benefits transit by increasing speed and reliability of the 44 O'Shaughnessy as well as encouraging the nearly 16,000 daily pre-pandemic car trips through the park to shift to more sustainable modes of transportation such as public transit.

However, while we support the permanent closure of JFK Drive to cars, it must be coupled with significant investments in transit to ensure all people — especially those living in isolated areas far from the park or with disabilities — have equitable access to the park and its amenities, and that people who previously drove through the park have adequate transit alternatives. According to the SFCTA John F. Kennedy Drive Access Equity Study Report, respondents stated that slow, indirect, and unreliable transit presented a major barrier to accessing the park.

At minimum, quick-build and transit-priority improvements that improve transit speed and reliability along the nine Muni routes that serve the park must be implemented as soon as possible with full support from the Mayor, Board of Supervisors, SFMTA and SFCTA. As operator availability allows, these improvements should be coupled with increased transit service — especially on weekends — to the park, including increased frequency on the 43 Masonic and 44 O'Shaughnessy, as well as the creation of a 29 Rapid bus to better connect residents in equity priority communities to Golden Gate Park and other destinations throughout the city. These improvements would help address the desire of respondents in the aforementioned Equity Study, who said they would take public transit to the park if there was a faster, more direct service.

While it is better than completely allowing cars back into the park, we do not recommend Supervisors Chan's proposal or the One-Way Private Vehicle Access Loop for JFK Drive. We are concerned that these proposals will create significant delays along 44 O'Shaughnessy and, as a result, would decrease access to the park for riders that live in the Excelsior, Outer Mission, Bayview and Hunters Point. There are also concerns that these proposals would slow down the 5 Fulton and 5R, which has carried over 10,000 people per day throughout the pandemic.

Finally, we encourage the city to follow through on well-maintained paved paths and ramps to all shuttle and Muni stops, clear signage and benches at all stops within and around the park, ensure shuttle and transit wait times are less than 15 minutes and allow paratransit on all closed sections of roads within the park. Ensuring access for all people, including those with disabilities, is paramount to ensuring equitable access to Golden Gate Park.

Thank you for your time and consideration,

Sincerely,  
Zack Deutsch-Gross  
Advocacy Director  
San Francisco Transit Riders

cc:  
Mayor London Breed  
SFMTA Director Jeffrey Tumlin  
SFMTA Board of Directors  
SF Recreation and Park General Manager Phil Ginsburg  
SF Recreation and Park Commission

**Date : 4/25/2022 4:39:00 PM**

**From : "Laura Chinn-Smoot" violaura@sonic.net**

**To : "Board.of.Supervisors@sfgov.org" Board.of.Supervisors@sfgov.org**

**Cc : "clerk@sfcta.org" clerk@sfcta.org**

**Subject : Compromise for Slow Streets**

Hello to My City Leaders,

I am a 4th generation San Franciscan who has lived in the Central Richmond all my life.

I'm a retired public school teacher in my late 60's. I'm an avid bike rider and bike for my main transportation.

We do have a car and drive when we need to, but we keep driving to a minimum for the environment.

I would like to see a compromise on these street semi-closures. We need to look at the problems from all sides.

I am active now in my late 60's, but I do not take my health for granted. Things happen. We all age and need help as we age.

It's not just elder people. Things happen to young people, as we can see during this pandemic.

The two main changes in the street closures I'd like to see are to: 1. open the Great Highway to through traffic Monday to Saturday. I think the closure on Friday afternoon just frustrates people who are tired at the end of the work week commute. Saturday is a day people do their errands and shop. Sunday can be for leisure, biking, running on the Great Highway. The complete closure of the Great Highway was very hard on the Outer Sunset neighborhood, making the residents unsafe with the traffic moved into the residential area. I was pleased it opened and I'm appalled at the poor behavior of some cyclists who are blocking the roadway making motorists angry. I love cycling and they are an embarrassment to other cyclists.

2. I saw that my supervisor Connie Chan, suggested opening a single one way lane in the GG Parks' JFK from 8th Ave to the Crossover drive to 25th. This is a good idea because cyclists can still ride on JFK and people can walk. It helps people who need to be dropped off closer to the museums and gardens, especially elders and people with disabilities.

I do understand that Lake Street is part of a network of closures to make a safe way across the city. The emotions on this street are quite contentious. I have been using Cabrillo, 23rd Ave, to Lake street then to Clay Street frequently during this pandemic. I walk and ride my bike on these streets regularly. They do make me feel safer, except when there are angry drivers who don't like the slow streets. When I use these streets, I stay on the far right hand side on the bike lanes, even while walking. If I hear or see a car or cyclist, I move to give them more space.

All of our citizens are at different phases of our life. Some are single, some in pairs, some with children, some with dogs. Some work from home, some have to drive to work. If I look at the future of the city and the future of the environment, I think i'd like to see the street stay as "Slow Streets" to encourage more biking and getting outside to walk. I do care about the people who live on those streets and about their opinions. I'm hearing that a larger percent of the residents on Lake Street would like it to stay a Slow Street. I feel the people who live on those street maybe should have a bit more say as to what happens to their street. People do have to remember that the streets are not completely closed, they are Slow Streets.

Thank you for your service to our city. I'm sadden by the anger people display about our city planning.

I wish to see more logical, problem solving behaviors that don't include shouting and posturing.

My best to our city leaders.

Laura Chinn-Smoot

4th generation Richmond District San Franciscan.

Product of public schools and educator of public school!

**Date : 4/25/2022 4:55:38 PM**  
**From : "ParkAccess 4All" contact@parkaccess4all.org**  
**To : "clerk@sfcta.org" clerk@sfcta.org, "Board.of.Supervisors@sfgov.org"**  
**Board.of.Supervisors@sfgov.org**  
**Subject : Fw: park access**

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**From:** George H McGlynn <mcglynn@usfca.edu>  
**Sent:** Monday, April 25, 2022 4:44 PM  
**To:** ParkAccess 4All <contact@parkaccess4all.org>  
**Subject:** park access

for public comment file No. 220370, file No. 220339 and file No. 220261 4/26 meeting Board of Supervisors and County Transportation Authority

#### Seven Reasons for Opening up the Park

Living on the south side of Lincoln, you are confronted by a “wall” almost 2 miles and 30 blocks long. If you are one of the hundreds of Kaiser Patients, or others that have destinations in the city you either have to face the grid lock on 19th or the race track on Lincoln to Masonic, to reach the other side of the park. What used to be a short, traffic free drive entering at 9th and exiting on Arguello is now a dangerous and anxious drive for older individuals. What used to be 8 or ten minutes can now be 45 minutes.

The underground garage in the Park is \$525. Per hour. Most people spend three or four hours visiting the museum, Academy of Science, Tea Garden, etc. The total could amount to more than 30 or 40 dollars which the average person cannot afford.

My wife is 87 and like a number of older women friends she does not feel safe parking underground.

I walk, every morning on Kennedy from Stow Lake to the end of the park, this side of Stanyan. At most I encounter 8 or 10 people during my daily 45 minute walk. Where are all of those people who are supposed to take advantage of the weekday closures? The area in front and back of Museum is almost vacant of people.

There has been a rapid increase in electric bikes that move twice as fast as normal bikes. They are very dangerous because they make no sound and riders never give a warning. As a result it is dangerous to walk in the road on Kennedy even though it is closed to traffic.

Park employees now park on the north side of Stow Lake for the entire day. Regular walkers or those visiting the museum or Tea Garden now

find parking more difficult. Also parking at Stow Lake requires a steep climb of 20 steps to return to the lake which limits those with health problems using the lake to visit the museum.

Finally returning home from the North side of the park or those who work on the south side of the park, UC medical school and hospital workers have the same problems in reverse that confront those on the south side. Try driving down Stanyan early morning or late afternoon.

Dr. George H. McGlynn

85 Linares Ave. San Francisco 94116

**Date : 4/25/2022 8:24:18 PM**  
**From : "Tomasita Medál" tomasitamedal@gmail.com**  
**To : "San Francisco County Transit Authority" clerk@sfcta.org, "Tomasita Medál" tomasitamedal@gmail.com**  
**Subject : Fwd: Public Comment for Files 220370 and 220621 and 220339 SFCTA and SF Board of Supervisors Meeting April 26,2022**  
**Attachment : Mayor latter.doc;Living Wage Coalition JFK Resolution .pdf;OpenJFKreso (1).docx;Calle 24 JFK open for all12012021 copy 2.pdf;SFLDC JRK DR LTR TO MAYOR-BOS-MTA-RP1-10-22 (1) (1) copy.pdf;Letter \_ OWL.docx;Letter \_ Gray Panthers- Letter opposing JFK Drive closure.docx;Letter to Reopen \_ PAR.pdf;Resolution \_ EMIA.docx;**

----- Forwarded message -----

From: **Tomasita Medál** <[tomasitamedal@gmail.com](mailto:tomasitamedal@gmail.com)>  
Date: Mon, Apr 25, 2022 at 3:08 PM  
Subject: Public Comment for Files 220370 and 220621 and 220339 SFCTA and SF Board of Supervisors Meeting April 26,2022  
To: <[Cleck@sfcta.org](mailto:Cleck@sfcta.org)>, San Francisco Board of Supervisors <[Board.Of.Supervisors@sfgov.org](mailto:Board.Of.Supervisors@sfgov.org)>, Tomasita Medál <[tomasitamedal@gmail.com](mailto:tomasitamedal@gmail.com)>

**To:** Transportation Authority <[clerk@sfcta.org](mailto:clerk@sfcta.org)>; [Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org)<[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>  
**Subject:** April 26, 2022 Joint Board of Supervisors and SFCTA Meeting: Board Files Nos. 220370; 220621; 220339

I am writing in reference to the April 26, 2022 Joint Meeting of the San Francisco Board of Supervisors and San Francisco County Transportation Authority.

Please include the attached documents in the Board Packets for the following Board File Numbers on the Agenda: **File Nos. 220370; 220621; 220339**  
These attached documents must be part of the Record for this meeting.**To:** San Francisco County Transportation Authority and San Francisco Board of Supervisors

Dear Commissioners and Supervisors,

Regarding the Equity Study: There were only three districts included in the Equity Study: District 3, Supervisor Aaron Peskin's District; District 10, Supervisor Shamann Walton's District; and District 11, Supervisor Ahsha Safai's District. People from all of the other districts in San Francisco are severely negatively impacted by the road closure of JFK Drive; therefore we urge you not to accept this study, but to commission a thorough study that includes everyone in San Francisco; that is, from every district. This study is insufficient. The only true study would be for you Supervisors to put this on the ballot and ask the People of San Francisco if we want JFK Drive to return to its pre-pandemic protocols.

Regarding the Recreation and Parks Department mitigations: they will never equal equity because most disabled and elderly people are unable to park out of the park, walk to a shuttle stop, board a shuttle, dismount from the shuttle, then have to wait again for a return shuttle, board again, then dismount, then walk back to an out-of-park parking space. This is simply impossible. Most of us cannot climb steps, so any shuttle bus is impossible for us. There is no equal access without reopening JFK Drive to automobile traffic, with parking all along JFK Drive, so that we can drive to our destination, park, and be there.

**PLEASE VOTE NO ON ITEM 3 FILE #220261** PARK CODE- GOLDEN GATE PARK ACCESS AND SAFETY PROGRAM - SLOW STREET ROAD CLOSURES. It is cruel, inhumane, ableist, classist, racist, and amounts to ethnic cleansing of Golden Gate Park. There is another perfectly viable, sylvan road with a pond, Middle Drive West, that was repaved after the 2007 Compromise Agreement and was supposed to be promoted as an alternative road closure site. It was repaved, then ignored. The agreed upon programs never happened.

All of this fighting over the segment of road that is called JFK Drive is really because the able-bodied elites don't want to share the road with families from the outer neighborhoods, the disabled, or the elderly. They just want to play in the sunshine with people who look like them. By the way, isn't the purpose of a park for people to visit the trees, the lawns, and the gardens? JFK Drive is supposed to be the means to get to the greenspaces, it is not supposed to be the end in itself. If people want to ride a bicycle, they can do that on Middle Drive West, or on any of the abundant Slow Streets throughout the City. The demand for exclusive use by the bicyclists of JFK Drive is simply selfish and mean, in total contempt for the suffering their privilege is bestowing upon the elderly and the disabled. Please do not enable the ethnic cleansing of Golden Gate Park. **Please vote NO on the proposed permanent road closure of JFK Drive.**

As for Item 4. **File #220339** [Park Code - Golden Gate Park Access and Safety Program - Slow Street Road Closures - MODIFIED CONFIGURATION] introduced by Supervisor Connie Chan and Supervisor Shamann Walton, **PLEASE VOTE YES**. It is not perfect, but at least it provides some relief, some measure of access. We feel that only fully reopening JFK Drive back to how it was before March 2020 when Mayor Breed used the excuse of the pandemic to impose draconian closures that have excluded the elderly, the disabled, and multi-generational families from everywhere from easy and free access to all of the amenities along JFK Drive, which our taxpayer dollars pay to maintain, would provide true equity. But since you are constantly being lobbied by the Bicycle Coalition, Walk SF, and SF Transit Riders staff members whose salaries our taxpayer dollars pay, you have the impression that their viewpoint is the majority of San Franciscans' viewpoint, which it is not. But you feel the pressure, especially since the mayor and the directors of the Recreation and Parks Department and the San Francisco Transportation department are determined to close our principal city park to cars, and for some reason the big-developer backed interests such as the YIMBY organization want the Park reserved for the elite and able-bodied to use. Just remember, that when you have a hearing, only those persons with the privilege to be able to attend are the ones you hear from. The vast majority of working class people are at work, unable to participate, if they even know that their access to the park is threatened. Please express compassion and respect for ALL San Franciscans and **VOTE NO ON PERMANENT JFK ROAD CLOSURE**.

Tomasita Medál  
Park Access 4 All

Some of the organizations that we know have taken formal positions in support of fully reopening JFK Drive and in strong opposition to Mayor Breed, Supervisor Mandelman, Supervisor Preston and Supervisor Haney's proposal for 24/7 full road closure are:

The ARC, SF  
Calle 24 Cultural District  
Church Women United, SF  
Coalition for San Francisco Neighborhoods  
Concerned Residents of the Sunset  
District 11 Council  
District 11 Democratic Club  
East Mission Improvement Association  
Excelsior Action Group  
Golden Gate Heights Neighborhood Association  
Gray Panthers of San Francisco  
Labor Council for Latin American Advancement  
SF Living Wage Coalition  
San Francisco Latinx Democratic Club  
OMI Cultural Participation Project  
OMI Neighbors in Action  
Sunset Heights Association of Responsible People  
Planning Association for the Richmond  
San Francisco Tour Guide Guild  
Self Help For the Elderly  
OWL (Older Women's League)

Some who voted to ask you to VOTE NO TO ITEM 3. FILE #220261





January 10, 2022

Dear Mayor Breed and Supervisors:

The Sunset Heights Association of Responsible People (SHARP) supports reopening of JFK Drive and other closed roads in Golden Gate Park, restoring them to their pre-pandemic state.

SHARP represents residents in the Inner Sunset and has been in existence since 1910. The closure of these roads creates barriers for thousands of individuals who are denied equitable access to the park and its nature, art and cultural experiences, and employment at the institutions in the park.

The closure also creates obstacles for our neighbors traveling north or returning to their homes, in addition to impeding access to the park. In particular, it impacts seniors and the disabled.

Sincerely, Frank Noto  
(SHARP Board of Directors)



**San Francisco**  
**Living Wage Coalition**  
jobs for all

**2940 – 16<sup>th</sup> Street #301**

**San Francisco, CA 94103**

**415-863-1225 • [sflivingwage@riseup.net](mailto:sflivingwage@riseup.net) • [www.livingwage-sf.org](http://www.livingwage-sf.org)**

Resolution to Support the Re-opening of JFK Drove in San Francisco's Golden Gate Park

Whereas: The closure of JFK Drive in Golden Gate Park puts severe limitations on access to the surrounding attractions to seniors, disabled individuals and families, especially multi-generational families that are the working-class backbone of San Francisco;

Whereas: The City and County of SF adopted a policy expanding access to non-vehicular traffic on one week- end day and holidays from 6am – 6 pm and closure on both Saturday and Sunday from April to September in the Compromise Agreement of 2007 (Park Code 6.12 and 6.13.)

Whereas: Mayor Breed disregarded the Compromise Agreement of 2007 when she eased the Compromise Agreement of 2007 to create more environments to participate in the outdoor activities during the COVID outbreak, with the promise to re-establish the conditions of the Agreement when the City re-opened. Yet Mayor Breed has failed to re-open JFK Drive since the opening of the City as of March 12, 2022 when we achieved normalcy;

Whereas: Working families from distant neighborhoods and outlying Bay Area communities are detrimentally affected by the no-car policy as it greatly hinders their ability when bringing family members and all their belongings to enjoy the various elements of Golden Gate Park;

Therefore, be it resolved that San Francisco Living Wage Coalition, is in support of the compromise proposal presented by Supervisor Chan for a partial reopening of JFK Drive to vehicles immediately.



**Resolution Supporting the Reopening of John F. Kennedy Drive and All Other Roads  
inside of Golden Gate Park to Their Pre-pandemic State.**

*Whereas*, The current closures of John F. Kennedy Drive (JFK) and other streets in Golden Gate Park are unnecessarily limiting public access to the park; and

*Whereas*, The purpose of the street closures was to create a recreation area with social distancing for neighbors living close by the park during the height of the pandemic when the city was shut down for health reasons and people were encouraged to stay near their homes; and

*Whereas*, At the time we did not know how COVID-19 spread, and had no data and no vaccine; and

*Whereas*, Now we know how to protect ourselves, the pandemic Emergency Order will soon be lifted and citizens and businesses are trying to return to normal; and

*Whereas*, Road closures impact everyone, including but not limited to: underserved and vulnerable communities, the elderly and low-income, families with children and pets, individuals with disabilities, people who want to enjoy a day in the park with food, drinks, toys and gear, and people who want to enjoy nature, art or science as they have done since the park opened in 1870; and

*Whereas*, All parks and all areas of San Francisco must be accessible to all modes of transportation;

*Therefore be it resolved*, We request that London Breed immediately reopen JFK Drive and the other closed Park roads, restoring them to their pre-pandemic state; and

*Be it further resolved*, That Recreation and Parks Department and San Francisco Municipal Transportation Authority abide by San Francisco Park Code § 6.13 and not consider any road closures without going through extensive public process, and to stop using the COVID-19 pandemic as an excuse to bypass required protocols.

Respectfully submitted, November 2021

Charles Head, President  
Coalition for San Francisco Neighborhoods (CSFN)

To: Mayor London Breed, and Board of Supervisors



November, 26 2021

Mayor London Breed  
San Francisco Board of Supervisor  
Phil Ginsburg, General Manager, Park and Recreation

Re: John F. Kennedy Drive

Golden Gate Park was created in the 1860s and opened to the public in 1870, as a spacious public space to be enjoyed by all San Franciscans and visitors to the city. Golden Gate Park is one of the largest and most popular urban parks in the United States, with 24 million visitors annually. Golden Gate Park is the crown jewel of San Francisco and home to many beloved San Francisco destinations.

It's the home to The California Academy of Sciences, The Conservatory of Flowers, The De Young Museum, The Japanese Tea Garden, and The Botanical Garden. It is also home to the new Goldman Tennis Courts, Dahlia Garden, Rose Garden, Fuschia Dell, Peacock Meadow, Rhododendron Dell, and others.

Since 1967, John F. Kennedy Drive, the main route of access to the attractions on the western end of the Golden Gate Park, between Kezar Drive and Transverse Drive, has been closed to vehicular traffic, from 6AM - 6PM on Sundays and Holidays.

On April 12 and 13, 2007, parties met to discuss a Saturday closure proposal for John F. Kennedy Drive and spent several hours working to find a mutually amenable compromise on this issue till the existing Saturday closure was agreed upon.

The parties to the Saturday closure compromise, among others, included then-Mayor Gavin Newsom, Sierra Club San Francisco, California Academy of Sciences, San Francisco Bicycle Coalition, Planning Association for the Richmond, Walk SF, District 11 Council, North Park Neighbors Association, de Young Museum, Recreation and Parks Department, Park Access for All, and California Outdoor Roller-Skating Association.

As described above, compromises have been previously made and agreed upon amongst stakeholders, and codified into San Francisco Park Code § 6.13, which allowed the Park roads to be shared by all diverse users.

Calle 24 is concerned that the current proposed park closure currently will not provide access to all communities. We must look at the proposed park closure through a race and social equity lens that will allow for all types of transportation access. The compromises codified in San Francisco Park code 6.13 does just that. We must think of communities of color with larger families and elderly parents, those who are disabled, seniors and low-income. Keep Golden Gate Park open for all.

Sincerely,

Erick Arguello  
Founder and President  
Calle 24 Latino Cultural District



"WORKING TO EMPOWER  
THE LATINX COMMUNITY"



"TRABAJANDO PARA EMPODERAR  
LA COMUNIDAD LATINX"

**CO-PRESIDENTS**

VENECIA MARGARITA  
ANABEL IBANEZ

**SAN FRANCISCO LATINX DEMOCRATIC CLUB**

January 10th, 2021

**VICE-PRESIDENTS**

**OF POLITICAL AFFAIRS**

KEVIN ORTIZ  
BAHLAM JAVIER  
VIGIL

**Att:** Mayor London Breed

San Francisco Board of Supervisors  
San Francisco Municipal Transportation Agency  
San Francisco Recreation and Parks

**VICE-PRESIDENTS  
OF MEMBERSHIP**

PEPE RODRIGUEZ  
JOSE TORRES

Thank you for your consideration of this matter. The San Francisco Latinx Democratic Club Membership voted on October 20, 2021 in support of the reopening of JFK Drive as this would benefit the children, families, and seniors of San Francisco being able to access the full amenities of Golden Gate Park (GGP). Equity must be at the forefront of this planning process, and the current & proposed JFK closures do not take into account the needs of our City's most vulnerable residents. For our seniors and low income families residing in the south east quadrant of the city, who will have limited access to the park without the ability to drive within the JFK closure, this proposal limits accessibility to the open space with GGP for all.

**VICE-PRESIDENTS OF  
COMMUNICATIONS**

MARIO FLORES  
LUIS AVALOS

**TREASURER**

ROBERT M. SANDOVAL

**SECRETARY**

ERNESTO CUELAR

SF Park Code 6.12 (a), (iii) reads as follows:

**PARLIAMENTARIANS**

LAUREL MUNIZ  
ALONDRA ESQUIVEL  
GARCIA

"Proposition J. the Golden Gate Park Revitalization Act of 1998, adopted by San Francisco voters on June 2, 1998, has as one of its primary purposes to take steps to reduce the impact of automobiles in Golden Gate Park **while still providing long-term assurance of safe, reliable, and convenient access for visitors to the Park.** This goal remains of paramount importance in ensuring that Golden Gate Park is scenically beautiful, environmentally sensitive, **culturally diverse, and accessible to all.**"

San Francisco Park Code 6.13 (b), building upon 6.12, was created following a 2007 agreement between stakeholders, including then-Mayor Gavin Newsom, the Sierra Club - SF Chapter, the California Academy of Sciences, San Francisco Bicycle Coalition, Walk SF, the De-Young Museum, SF Recreation and Parks Department and others allows for Saturday closure from Motor Vehicles 6 a.m. to 6 p.m. Pacific Standard and Daylight Times.

SAN FRANCISCO LATINX DEMOCRATIC CLUB

60 29TH STREET, #619  
SAN FRANCISCO, CA 94110

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*"WORKING TO EMPOWER  
THE LATINX COMMUNITY"*

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*"TRABAJANDO PARA EMPODERAR  
LA COMUNIDAD LATINX"*

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**CO-PRESIDENTS**

VENECIA MARGARITA  
ANABEL IBANEZ

**VICE-PRESIDENTS**

**OF POLITICAL AFFAIRS**

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BAHLAM JAVIER  
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OF MEMBERSHIP**

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JOSE TORRES

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COMMUNICATIONS**

MARIO FLORES

LUIS AVALOS

**TREASURER**

ROBERT M. SANDOVAL

**SECRETARY**

ERNESTO CUELAR

**PARLIAMENTARIANS**

LAUREL MUNIZ

ALONDRA ESQUIVEL  
GARCIA

**SAN FRANCISCO LATINX DEMOCRATIC CLUB**

This does not not impact the closure of GGP on Sundays and Holidays. To date, GGP is closed to vehicle traffic Saturdays, Sundays, and Holidays.

Prop J clearly states that as a guiding principle, "it also includes making the Park accessible to all San Franciscans from all neighborhoods and by all forms of transportation, including, by way of example only, the Municipal Railway, bicycles and automobiles, subject to the provisions set forth in this ordinance, so that residents and visitors alike are able to use and enjoy the institutions and natural settings of the Park." Creating a sustainable Park is the goal of this ordinance, the Golden Gate Park Master Plan and the people of San Francisco. The principal purposes of this ordinance are to (1) create a pedestrian oasis in the Music Concourse area of Golden Gate Park, situated between the de Young Museum and the Academy of Sciences (the "Concourse") and (2) "take steps to reduce the impact of automobiles in the Park while still providing long-term assurance of safe, reliable and convenient access for visitors to the Park, including its cultural institutions."

The current iteration of the JFK closure, taken during the pandemic, has been done without the intent of the voters as passed by Prop J. The San Francisco Latinx Democratic Club requests that Mayor London Breed and the San Francisco Board of Supervisors immediately reopen John F. Kennedy Drive and the other closed Park roads, permanently restoring them to their pre-pandemic state.

Sincerely,

The San Francisco Latinx Democratic Club

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SAN FRANCISCO LATINX DEMOCRATIC CLUB

60 29TH STREET, #619

SAN FRANCISCO, CA 94110

April 2022

Dear Supervisors

RE: JFK Drive

The Older Women's League urges you to re-open JFK Drive to cars immediately in a compromise such as the one worked out in 2007 which has worked beautifully and fairly for everyone until the recent "temporary" closure.

We have these basic question now:

Why is this stretch of roadway closed when there are other stretches perfectly suited to skating and cycling yet this is the only one which provides such access to the beautiful gardens and the Conservatory?

There is a lot of talk about people using public transit to get to the Park but little or no attention to how difficult that would be for many elderly and disabled people to do. Why?

Why was this closure put in place and why has it been kept in place long before any work was done to accommodate seniors and disabled people who would desire to visit the gardens and Conservatory?

Why not open JFK Drive ala the Compromise of 2007 while a compromise is being worked out instead of keeping seniors and disabled people shut out?

Members of the Older Women's League have lived in San Francisco for decades and paid taxes and we are angry about being deprived of the best features of Golden Gate Park. This is unjust and blatantly discriminatory.

Sincerely,

Dr. Melanie Grossman  
Older Women's League  
Political Advocacy Committee



[Board.of.Supervisors@sfgov.org.](mailto:Board.of.Supervisors@sfgov.org)  
[Clerk@sfcta.org](mailto:Clerk@sfcta.org)

**CALL TO ACTION!**



Gray Panthers of San Francisco  
graypanther-sf@sonic.net  
<https://sfgraypanthers.wordpress.com/>

Ms. Angela Tsao.  
Clerk of the Sf County Transportation Authority.  
1455 Market Street, 22nd Floor SF 94103.

Gray Panther of San Francisco Board and members have voted to strongly opposes Car-Free JFK Drive.

1. There is no way to know if the access mitigations promised by the City, even if funded, and completed, would provide equal access to people with disabilities or for people in transit-poor areas of the City. If the City were seriously concerned over Car-Free's consequences, it would implement its planned mitigations, assure that they do indeed provide equal access, and only then permanently close JFK Drive.
2. The City is perfectly able to provide the walkability, beauty, and safety of a car-free area in Golden Gate Park without blocking access to the museums, gardens, and meadows for seniors, people with disabilities, and transit-poor residents. In fact, the 2007 Compromise explicitly called for creating such an area west of Transverse Drive. If the City had fulfilled its obligation, we would not be facing this controversy now. But it still exists as a preferable option.
3. The Introduction to de Young Museum's MIG Access Study states:
  - i. ADA Standards allow alternatives to specified requirements that provide **substantially equivalent or greater accessibility and usability as an "equivalent facilitation."** (Emphasis in original)

There is no evidence that the City intends to comply with this standard of access. Indeed, the City is providing temporary substitutes, such as vans and shelters which they themselves admit are disability-unusable and might take several years to become disability-usable, yet the City is saying these unworkable measures are enough evidence to warrant JFK closure now. Those most affected have not been adequately engaged on access issues. Nothing about us without us.

4. The proposed car-free areas of JFK can be made pedestrian-safe with extremely low speed limits, speed bumps, pedestrian crosswalks raised to sidewalk level with button-actuated warning lights, widening of pedestrian stroll-ways, and other legal and structural measures.
5. JFK closure, on the other hand, would cause dangerous congestion on streets adjacent to Golden Gate Park every day, even in night-time hours when people would not be using the Park for walking or biking.
6. The Mayor's own Office on Disability, Senior and Disability Action, and the Haight-Ashbury Neighborhood Council all insist that a specific and comprehensive list of access mitigation measures be in place, not promised or even funded, but actually in place, before permanently closing JFK. As these measures are unlikely to be implemented in near or even intermediate future, this position is functionally equivalent to complete opposition to closing JFK.
7. The 2007 compromise was arrived at after difficult negotiations, and already calls for car-free JFK Drive for daylight hours on all Sundays, Summer-months of Saturdays, and holidays. The City has already enacted this compromise solution which worked for 15 years.
8. San Francisco Park and Recreation Department has a history of privatization of SF public facilities and subsequent high admission fees, and we cannot help but wonder whether their insistence on closing JFK

is part of a longer-range plan to privatize a portion of the closed-off area. High prices at the de Young garage are a prominent example.

9. The very act of driving or riding through the park is itself a stress-reducing activity that must be accessible.

Do not endorse or implement closure of JFK Drive, which is so fundamentally unfair to seniors, people with disabilities, families with small children, and residents poorly-served by transit.

Gray Panthers of San Francisco Board

Art Persyko, Teresa Palmer, Karen Fishkin, Michael Lyon, Matthew Holtz, Ann Colichidas



To: Mayor London Breed; San Francisco Board of Supervisors; San Francisco Recreation and Park Commission; Board of Directors, San Francisco MTA; San Francisco County Transportation Authority; Jeffrey Tumlin, Director of Transportation, SFMTA; Phil Ginsburg, General Manager, SF Recreation and Parks Department

I am writing on behalf of Planning Association for the Richmond ("PAR") regarding the current closure of John F. Kennedy Drive, recently rebranded by SFMTA as *The JFK Promenade*, and other roadways in Golden Gate Park. As the largest and oldest neighborhood organization in the Richmond District, PAR urges you to restore JFK Drive and all other roads in the park to their pre-pandemic status.

These roads in Golden Gate Park were temporarily closed at the onset of the COVID-19 pandemic to create a recreation area where people could socially distance. The closures were not intended to be permanent. The impacts of the temporary closure of roads 24/7 in Golden Gate Park, most notably JFK Drive, have been significant.

- The road closures significantly impact traffic in the Richmond District, especially on Fulton Street, which has become dangerously crowded. It also makes access to the park from the Richmond District very difficult, effectively walling off the Park for drivers.
- The closures bar many members of our local community, including people with disabilities, those with ADA placards, the elderly, families with infants and young children, and others from large areas of the park, including access to the DeYoung Museum, the Academy of Sciences, and the Conservatory of Flowers. The closures have made it impossible to drop people off curbside at many destinations in the park and have also removed a significant portion of the free public parking that is critical to ensuring access for all. Many seniors and people with disabilities need to be dropped off at their destination or they require parking that is very close to their destination. And families with infants and young children also need easy access to the park. All of these people will be unfairly impacted if JFK Drive remains closed, since they are unable to navigate the long distances that are required if drop-offs and parking are removed.
- The closure of JFK Drive excludes the great majority of working families who live in the Mission, Bayview and Visitation Valley or who live in San Francisco's suburbs, who must drive, from visiting a large portion of the park.

5758 Geary Blvd., #356 San Francisco, CA 944121-9804  
415-541-5652 Voicemail  
[sfparpresident@gmail.com](mailto:sfparpresident@gmail.com)



Much has been said about motorists that use Park roads for activities unrelated to the park activities. Our urban Park runs from Stanyan Street to the Great Highway, and effectively splits the entire western half of the city in two. With the current closures westside residents are forced to drive miles out of their way to attend to daily activities and business, endure horrendous traffic congestion and create new routes that are less safe for both motorists and pedestrians. While alternatives to cars may be a positive goal, notions of good government require that such alternatives be brought to the fore before implementing policy that so profoundly impacts people that must currently rely on cars.

The current closure was implemented based on emergency authority. What has followed is an effort by a small number of people, including bureaucrats and their partisan staffers, to advance a narrow agenda in an affront to democratic principles at the expense of residents citywide.

PAR is committed to collaborating with city leadership to find a solution that creates equitable and safe access to Golden Gate Park for everyone. Now that the city is reopening and Emergency Orders will no longer be in place, the roads in the park should be restored to their pre-pandemic status, which includes re-opening JFK Drive during the week and on many Saturdays. Only after there has been comprehensive data-driven research as well as extensive community engagement of all stakeholders should there be any changes to these roadways.

Thank you for your attention to this issue. PAR looks forward to working with you to reopening Golden Gate Park to everyone.

Respectfully

*Nicholas C Belloni*

Nicholas C Belloni

President Planning Association for the Richmond



**RESOLUTION SUPPORTING THE REOPENING OF JOHN F. KENNEDY DRIVE AND ALL OTHER ROADS INSIDE OF GOLDEN GATE PARK TO THEIR PRE-PANDEMIC STATE**

WHEREAS, Golden Gate Park was created in the 1860s and opened to the public in 1870, as a spacious public space to be enjoyed by all San Franciscans and visitors of the City; and

WHEREAS, Since 1967, John F. Kennedy Drive, the main route of access to the attractions on the western end of the Golden Gate Park, between Kezar Drive and Transverse Drive, has been closed to vehicular traffic, from 6AM - 6PM on Sundays and Holidays; and

WHEREAS, On April 12 and 13, 2007, parties met to discuss a Saturday closure proposal for John F. Kennedy Drive and spent several hours working to find a mutually amenable compromise on this issue till the existing Saturday closure was agreed upon; and

WHEREAS, The parties to the Saturday closure compromise, among others, included then-Mayor Gavin Newsom, Sierra Club San Francisco, California Academy of Sciences, San Francisco Bicycle Coalition, Planning Association for the Richmond, Walk SF, District 11 Council, North Park Neighbors Association, de Young Museum, Recreation and Parks Department, Park Access For All, and California Outdoor Rollerskating Association; and

WHEREAS, Since 2007, John F. Kennedy Drive, the main route of access to the attractions on the western end of the Golden Gate Park, between Transverse Drive and the western side of Hagiwara Tea Garden Drive and Stow Lake Drive between Stow Lake Drive East and John F. Kennedy Drive, has been closed to vehicular traffic, from 6AM - 6PM on Saturdays, from the first Saturday in April through the last Saturday in September; and

WHEREAS, In 2012, protected cycle tracks were added to John F. Kennedy Drive, providing separation between cyclists and moving vehicles; and

WHEREAS, In April 2020, Mayor London Breed, in response to the COVID-19 pandemic, allowed John F. Kennedy Drive to be temporarily closed 24/7, to provide additional open space to nearby residents; and

WHEREAS, A full reopening of the Park's art and cultural institutions, and many San Franciscans returning back to work, the continued closure of streets for additional recreating space and increased social distancing is no longer needed; and

WHEREAS, The continued closure of John F. Kennedy Drive and other Golden Gate Park roads continues to deprive persons with disabilities, seniors, families with young children, those who do not live close to the Park and those who cannot afford the high price of the Music Concourse Parking Garage, of equitable access and use of the Park's amenities;

WHEREAS, Golden Gate Park belongs to everyone and should be accessible to all; now, therefore, be it

RESOLVED, That East Mission Improvement Association, finds as follows:

1. As described above, Golden Gate Park is the crown jewel of San Francisco and home to many beloved San Francisco destinations.
2. As described above, compromises have been previously made and agreed upon amongst stakeholders, and codified into San Francisco Park Code § 6.13, which allowed the Park roads to be shared by all diverse users.
3. As described above, as we move past a tremendously challenging time resulting from the COVID-19 pandemic, the closure of roads, such as John F. Kennedy Drive, for additionally recreating space and social distancing is no longer needed.
4. As described above, the continued closure of John F. Kennedy Drive and other roads inside of Golden Gate Park creates barriers for countless individuals who are denied equitable access to the Park and its nature, art, and cultural experiences; and it be

FURTHER RESOLVED, That East Mission Improvement Association requests that Mayor London Breed immediately reopen John F. Kennedy Drive and the other closed Park roads, restoring them to their pre-pandemic state; and it be

FURTHER RESOLVED, That East Mission Improvement Association urges the Recreation and Parks Department and San Francisco Municipal Transportation Authority to abide by San Francisco Park Code § 6.13 and not consider any road closures without going through extensive public process, and to stop using the COVID-19 pandemic as an excuse to bypass required protocols.

March 8, 2022

Mari Eliza, President, East Mission Improvement Association

**Date : 4/25/2022 5:23:59 PM**  
**From : "Mary Parker" mparkersb@outlook.com**  
**To : "board.of.supervisors@sfgov.org" board.of.supervisors@sfgov.org,**  
**"clerk@sfcta.org" clerk@sfcta.org**  
**Subject : Fwd: Public Comment for Joint Special Transportation Authority**  
**Board Meeting with the Board of Supervisors, 4/26/22**

Sent from my iPad

Begin forwarded message:

Sorry to say I left my name off when sending the message, below.

Mary Parker

**From:** Mary Parker <mparkersb@outlook.com>  
**Date:** April 25, 2022 at 4:49:03 PM PDT  
**To:** board.of.supervisors@sfgov.org, clerk@sfcta.org  
**Subject: Public Comment for Joint Special Transportation**  
**Authority Board Meeting with the Board of Supervisors, 4/26/22**

Dear Board of Supervisors and Transportation  
Authority Board,

I am writing to urge you to reject a full and permanent closure of JFK Drive. The closure of JFK Drive limits access to Golden Gate Park and beloved San Francisco gardens and institutions for people with disabilities, seniors, multi-generational families and those who live far away from the park. Golden Gate Park belongs to everyone, not just those who can afford to live near the park or can easily bike and walk.

I am 80 years old and still attend exhibitions at the de Young Museum and the Palace of the Legion of Honor. These have been special places in my life since I was



a child, attending school in San Francisco. It was all free, and I miss that aspect of visiting these cultural treasures, also.

I have had two knee replacement surgeries and still have mobility issues. Please do not make it even more difficult for me to have access to Golden Gate Park at this time in my life. It continues to expand my world, and, therefore, means the world to me.

Thank you,

**Date : 4/25/2022 6:49:27 PM**

**From : "Thomas Fuller" thomasfuller98@gmail.com**

**To : "Connie.Chan@sfgov.org" Connie.Chan@sfgov.org,**

**"Catherine.Stefani@sfgov.org" Catherine.Stefani@sfgov.org,**

**"Aaron.Peskin@sfgov.org" Aaron.Peskin@sfgov.org,**

**"Gordon.Mar@sfgov.org" Gordon.Mar@sfgov.org,**

**"Dean.Preston@sfgov.org" Dean.Preston@sfgov.org,**

**"Matt.Haney@sfgov.org" Matt.Haney@sfgov.org,**

**"Myrna.Melgar@sfgov.org" Myrna.Melgar@sfgov.org,**

**"Rafael.Mandelman@sfgov.org" Rafael.Mandelman@sfgov.org,**

**"Hillary.Ronen@sfgov.org" Hillary.Ronen@sfgov.org,**

**"Shamann.Walton@sfgov.org" Shamann.Walton@sfgov.org,**

**"Ahsha.Safai@sfgov.org" Ahsha.Safai@sfgov.org**

**Cc : "Board.of.Supervisors@sfgov.org" Board.of.Supervisors@sfgov.org,**

**"Clerk@sfcta.org" Clerk@sfcta.org, "MayorLondonBreed@sfgov.org"**

**MayorLondonBreed@sfgov.org, "MOD@sfgov.org" MOD@sfgov.org,**

**"Nicole.Bohn@sfgov.org" Nicole.Bohn@sfgov.org,**

**"Jeffrey.Tumlin@sfmta.com" Jeffrey.Tumlin@sfmta.com,**

**"MTABoard@sfmta.com" MTABoard@sfmta.com,**

**"Phil.Ginsburg@sfgov.org" Phil.Ginsburg@sfgov.org,**

**"RecPark.Commission@sfgov.org" RecPark.Commission@sfgov.org,**

**"GGPAccess@sfmta.com" GGPAccess@sfmta.com,**

**"LukeBornheimer@gmail.com" LukeBornheimer@gmail.com,**

**"Hello@communityspacessf.com" Hello@communityspacessf.com**

**Subject : Help stop Climate Change**

**Attachment : image0.jpeg;Untitled attachment 00071.txt;**

Board of Supervisors,

Look at this image I took of JFK as a car free space. Think of all the joy of all the San Franciscans using one of our few car free spaces. Do you really want your legacy to be legislating the removal of that joy? Do you really not want kids to have a space to learn to bike? Do you really want to sponsor greenhouse admissions? Do you really want a tyranny of the minority against the majority who have repeatedly and emphatically articulated their support for this space? I'm proud that my supervisor, Dean, my Assemblyman, Matt, and my Mayor, London, support car-free JFK and I implore the rest of you to join their perhaps-unlikely coalition in support of car-free JFK.

I resent that this fight for such a small slice of land dedicated to the people of San Francisco has dragged on for so long despite the overwhelming support of the people of San Francisco. You need to do better.

JFK Promenade has been a silver lining of the pandemic, resulting in a 30%+ increase in park visitation from across our city (~8 million visits), and was supported by more than 70% of San Franciscans who engaged in the official City survey. Further outreach showed broad support for permanence with increased access and equity to this amazing space without compromising or amending the Mayor's legislation and City staff recommendations.

JFK Promenade makes our city a more connected, healthy, and sustainable city.

With Tuesday's meeting about the Mayor's legislation, the people of our city are looking to you to lead and pass the Mayor's legislation as is—please no more delays, continuations, or amendments. Now is the time to make a decision, lead, and move forward for the future of our city.

People who love and rely on JFK Promenade assume it is already permanent and they are looking to you to vote in their interest to make JFK Promenade permanent and allow City staff to continue increasing accessibility, equity, and safety in our park. The Mayor's legislation will increase access and equity to JFK Promenade without compromising on the joy, safety, community, beauty, and serenity that the space has created. We need constructive, programmatic, and collaborative leadership that focuses on solutions and takes necessary action to move our city forward towards a more connected, healthy, and sustainable future.

Among countless positive uses, JFK Promenade serves as an essential commute corridor for workers as well as kids and families, including as part of the JFK Promenade Bike Bus: <https://SFBikeBus.com/JFK>

For those thinking about compromise, JFK Promenade and the broader Golden Gate Park project is already a compromise. JFK Promenade represents less than 10% of the roads in Golden Gate Park—and less than 0.5% of the roads in San Francisco—and the only car-free space accessible 24 hours a day, 7 days a week in our city.

Please pass the Mayor's legislation as is at Tuesday's meeting, so we can move forward as a city making this space more accessible, equitable, and enjoyable for everyone in our city.

To hear from people who benefit from JFK Promenade, check out the videos on [CommunitySpacesSF.com](https://CommunitySpacesSF.com), where you can hear from people who love JFK Promenade and need you to make it permanent. In particular, listen to the stories of the following residents:

- 1) Carol, a senior with a disability who uses her mobility device on JFK Promenade with peace of mind that allows her to fully enjoy Golden Gate Park: <https://youtu.be/cBG3pSlqswM>
- 2) Kingston, a kid from the Southeast who rides his bike with friends on JFK Promenade, in part to escape violence in his neighborhood: <https://youtu.be/Z0LGDrOFPJ4>
- 3) Phil, who rarely visited Golden Gate Park growing up and now bikes there with RideOut Posse SF and encourages inner-city youth to be active at JFK Promenade: <https://youtu.be/1QXo34gGlU8>

You can watch the full 'Safe Places, Community Spaces' video here:  
<https://youtu.be/LVOymMfr7bc>

Please lead on this issue by passing the Mayor's legislation as is at Tuesday's meeting, so we can move forward as a city making JFK Promenade more accessible, equitable, and enjoyable for everyone in our city.

Thank you, and please take care.

Thomas Fuller

Date : 4/25/2022 9:02:51 PM

From : "Carol Taylor" ct.now.acct@gmail.com

To : "Connie.Chan@sfgov.org" Connie.Chan@sfgov.org,

"Catherine.Stefani@sfgov.org" Catherine.Stefani@sfgov.org,

"Aaron.Peskin@sfgov.org" Aaron.Peskin@sfgov.org,

"Gordon.Mar@sfgov.org" Gordon.Mar@sfgov.org,

"Dean.Preston@sfgov.org" Dean.Preston@sfgov.org,

"Matt.Haney@sfgov.org" Matt.Haney@sfgov.org,

"Myrna.Melgar@sfgov.org" Myrna.Melgar@sfgov.org,

"Rafael.Mandelman@sfgov.org" Rafael.Mandelman@sfgov.org,

"Hillary.Ronen@sfgov.org" Hillary.Ronen@sfgov.org,

"Shamann.Walton@sfgov.org" Shamann.Walton@sfgov.org,

"Ahsha.Safai@sfgov.org" Ahsha.Safai@sfgov.org

Cc : "Board.of.Supervisors@sfgov.org" Board.of.Supervisors@sfgov.org,

"Clerk@sfcta.org" Clerk@sfcta.org, "MayorLondonBreed@sfgov.org"

MayorLondonBreed@sfgov.org, "MOD@sfgov.org" MOD@sfgov.org,

"Nicole.Bohn@sfgov.org" Nicole.Bohn@sfgov.org,

"Jeffrey.Tumlin@sfmta.com" Jeffrey.Tumlin@sfmta.com,

"MTABoard@sfmta.com" MTABoard@sfmta.com,

"Phil.Ginsburg@sfgov.org" Phil.Ginsburg@sfgov.org,

"RecPark.Commission@sfgov.org" RecPark.Commission@sfgov.org,

"GGPAccess@sfmta.com" GGPAccess@sfmta.com,

"LukeBornheimer@gmail.com" LukeBornheimer@gmail.com,

"Hello@communityspacessf.com" Hello@communityspacessf.com

Subject : Let cars on at night - re JKF Drive

Board of Supervisors,

Please let cars use JKF Drive at night. This way the old, the young and the disabled will get to have some access to sites and features. Having our most vulnerable wait out in the cold for buses is not truly workable. This way the people who can use their legs, bicycles, scooters and roller skates can enjoy JFK Drive during the day while those who need cars can drive by the Hall of Flowers and other buildings at night.

This is a valuable token of concern in addressing the new lack of access equity for the disabled, families that include small children and elderly parents, and those who live some distance from the park. The pavement might not stay as clean as it would with no cars 24 / 7 but what dirt the cars bring at night is a small cost for the reward of giving some park access to those who are unable to walk those blocks. It shows some of the most vulnerable San Franciscans that you see them, that you're not willing to completely abandon them.

Thank you,  
Carol Taylor

**Date : 4/25/2022 11:10:36 PM**  
**From : "Rosario Cervantes" vp@sfd11dems.com**  
**To : "clerk@sfcta.org" clerk@sfcta.org**  
**Subject : Letter of Support for joint meeting with SFBOS and SFCTA, File Nos. 220370, 220621 and 220339.**  
**Attachment : SFD11 Dem Club Letter In Favor of Reopening JFK Drive (3).pdf;**

Please see our letter of Support in the Board Packets on the Agenda File Nos. 220370, 220621 and 220339 for tomorrow's joint meeting, Tuesday, April 26, 2022 at 9am meeting with Board of Supervisors and the San Francisco County of Transportation Authority.

San Francisco is a great city and when we understand that all access will change and be limited after we have had our city closed due to the pandemic and want to access our beautiful Golden Gate Parks, we will speak up for our community of working class and seniors and our families on opposing permanent closure of JFK road closure. See our letter which is attached.

Thank you.

**Rosario Cervantes, Vice-President**  
**email: [vp@sfd11dems.com](mailto:vp@sfd11dems.com)**  
**cell: 415-254-0574**





April 25, 2022

Dear Supervisors,

I am writing in reference to the April 26, 2022 Joint Meeting of the San Francisco Board of Supervisors and San Francisco County Transportation Authority.

On behalf of the members of the SF District 11 Democratic Club, as well as the residents of San Francisco's District 11, I humbly request that the results of the Golden Gate Park, John F. Kennedy Drive Access Equity Study Report be considered as part of the decision making process. As you know, District 11 was an Equity Priority Community within the study.

The study's focus group findings include:

- About half to two-thirds of respondents want to use the park more often than they currently do.
- Closure of JFK Drive made accessing eastern GGP more difficult for those that drive to the park, given the reduction of ADA parking, passenger loading, and free parking and particularly because transit takes too long and active transportation is not accessible for all people. JFK Drive closure also results in less direct driving routes to and through GGP.
- Cost of parking at the Music Concourse Garage is considered expensive.

Therefore, we humbly request that you vote in favor of the compromise proposal, which includes partial rather than full closure of JFK Drive.

Please include the this letter in the Board Packets for the following Board File Numbers on the Agenda: **220370, 220621, and 220339**

I request that this letter be included as part of the record for this meeting.

Sincerely,

*Alida Fisher*

Alida Fisher  
President, SFD11 Democratic Club  
[president@sfd11dems.com](mailto:president@sfd11dems.com)  
[www.sfd11dems.com](http://www.sfd11dems.com)

**Date : 4/25/2022 4:49:06 PM**  
**From : "Mary Parker" mparkersb@outlook.com**  
**To : "board.of.supervisors@sfgov.org" board.of.supervisors@sfgov.org,**  
**"clerk@sfcta.org" clerk@sfcta.org**  
**Subject : Public Comment for Joint Special Transportation Authority Board Meeting with the Board of Supervisors, 4/26/22**

Dear Board of Supervisors and Transportation Authority Board,

I am writing to urge you to reject a full and permanent closure of JFK Drive. The closure of JFK Drive limits access to Golden Gate Park and beloved San Francisco gardens and institutions for people with disabilities, seniors, multi-generational families and those who live far away from the park. Golden Gate Park belongs to everyone, not just those who can afford to live near the park or can easily bike and walk.

I am 80 years old and still attend exhibitions at the de Young Museum and the Palace of the Legion of Honor. These have been special places in my life since I was a child, attending school in San Francisco. It was all free, and I miss that aspect of visiting these cultural treasures, also.

I have had two knee replacement surgeries and still have mobility issues. Please do not make it even more difficult for me to have access to Golden Gate Park at this time in my life. It continues to expand my world, and, therefore, means the world to me.

Thank you,



**Date : 4/25/2022 5:16:18 PM**

**From : "'Esfir Shrayber' via Clerk" clerk@sfcta.org**

**To : "board.of.supervisors@sfgov.org" board.of.supervisors@sfgov.org,  
"clerk@sfcta.org" clerk@sfcta.org**

**Subject : Public comments, - I'm against permanent closing of JFC Drive**

Dear Board of Supervisors,

please reject permanently closing of JFK Drive.

I'm disabled, legally blind and mobility impaired 64 years old white woman.

The permanent closing of JFC Drive make me and disabled people, like me, - disabled people of any color , race and background a second class citizen.

We are denied equal access to GG Park and everything what in the park.

It is against a ADA law.

Please, don't isolate disabled people, and don't discriminate us.

Thank you.

Please, don't read aloud my name if it possible.

Esfir Shrayber

**Date : 4/25/2022 5:31:32 PM**  
**From : "Heather Norton" heather@dancingbeealchemy.com**  
**To : "phil.ginsburg@sfgov.org" phil.ginsburg@sfgov.org,**  
**"MayorLondonBreed@sfgov.org" MayorLondonBreed@sfgov.org,**  
**"jeffrey.tumlin@sfmta.com" jeffrey.tumlin@sfmta.com**  
**Cc : "recpark.commission@sfgov.org" recpark.commission@sfgov.org,**  
**"MTABoard@sfmta.com" MTABoard@sfmta.com,**  
**"Board.of.Supervisors@sfgov.org" Board.of.Supervisors@sfgov.org,**  
**"ChanStaff@sfgov.org" ChanStaff@sfgov.org,**  
**"Catherine.Stefani@sfgov.org" Catherine.Stefani@sfgov.org,**  
**"Aaron.Peskin@sfgov.org" Aaron.Peskin@sfgov.org,**  
**"Gordon.Mar@sfgov.org" Gordon.Mar@sfgov.org,**  
**"Dean.Preston@sfgov.org" Dean.Preston@sfgov.org,**  
**"Matt.Haney@sfgov.org" Matt.Haney@sfgov.org, "MelgarStaff@sfgov.org"**  
**MelgarStaff@sfgov.org, "MandelmanStaff@sfgov.org"**  
**MandelmanStaff@sfgov.org, "Hillary.Ronen@sfgov.org"**  
**Hillary.Ronen@sfgov.org, "Shamann.Walton@sfgov.org"**  
**Shamann.Walton@sfgov.org, "Ahsha.Safai@sfgov.org"**  
**Ahsha.Safai@sfgov.org, "clerk@sfcta.org" clerk@sfcta.org,**  
**"hello@kidsafeggp.com" hello@kidsafeggp.com**  
**Subject : Safe #CarFreeJFK must be made permanent**

Dear Director Ginsburg, Mayor Breed, and Director Tumlin, Rec and Park Commissioners, and members of the Board of Supervisors,

Thank you for your continued support of Car-Free JFK! Having car-free space in our largest park has been an eye-opening and uplifting experience for me and countless other people in our city.

Writing to urge you to support keeping JFK car-free permanently -- your support is needed now more than ever.

San Francisco deserves more people-first spaces where residents and visitors can be active, enjoy nature, and spend time with friends and family. People of all ages and abilities have been flocking to JFK to enjoy the car-free space.

Keeping JFK car-free would allow these people (and countless others) to get outside, enjoy nature, improve their health, and visit attractions in the Park.

Best of all, keeping JFK car-free would allow people of all ages, abilities, and means to access our beautiful park by whatever method they prefer -- walking, biking, rolling, taking public transit, or driving a car -- thanks to the ample access options, including buses, shuttles, the 3,000+ free parking spots throughout the Park and along Lincoln Way and Fulton Street, and the parking garages underneath the Music Concourse.

Finally, this 3+ mile car-free connection between the panhandle and ocean beach is a critical active-transportation corridor (walk, run, bike, scoot, roll) that encourages

the most environmental and climate-conscious means of running errands, getting to work, visiting friends, and taking children to school.

Please join me and countless other residents and advocacy organizations in supporting keeping JFK car-free forever.

Thanks again, and please take care.

Heather

Date : 4/25/2022 5:15:01 PM

From : "Michael Cohen" Michael@ApertureVentures.com

To : "MayorLondonBreed@sfgov.org" MayorLondonBreed@sfgov.org

Cc : "ChanStaff@sfgov.org" ChanStaff@sfgov.org, "Matt.Haney@sfgov.org"

Matt.Haney@sfgov.org, "Gordon.Mar@sfgov.org" Gordon.Mar@sfgov.org,

"Aaron.Peskin@sfgov.org" Aaron.Peskin@sfgov.org,

"Hillary.Ronen@sfgov.org" Hillary.Ronen@sfgov.org,

"Ahsha.Safai@sfgov.org" Ahsha.Safai@sfgov.org,

"Shamann.Walton@sfgov.org" Shamann.Walton@sfgov.org,

"Philip.Ginsburg@sfgov.org" Philip.Ginsburg@sfgov.org,

"Jeffrey.Tumlin@sfmta.com" Jeffrey.Tumlin@sfmta.com,

"MandelmanStaff@sfgov.org" MandelmanStaff@sfgov.org,

"MelgarStaff@sfgov.org" MelgarStaff@sfgov.org, "Dean.Preston@sfgov.org"

Dean.Preston@sfgov.org, "Catherine.Stefani@sfgov.org"

Catherine.Stefani@sfgov.org, "Clerk@SFcta.org" Clerk@SFcta.org

Subject : Thoughts on Closed Streets

Dear Mayor Breed, Supervisors and other distinguished Administrators:

I am an active, registered voter and tax-paying citizen of San Francisco. I understand that you and three SF Supervisors (Haney, Preston and Mandelman) want to close JFK Drive permanently to motorists.

I vehemently OBJECT to this and do NOT support it.

Tax-paying motorists have the right to use our paved streets of Golden Gate Park, which have always been an integral part of how residents navigate the city. To deny us this right feels like discrimination.

Additional road closures and slow streets place an increased burden on our challenged city streets, as evidenced by conditions on Chain of Lakes, 19th Avenue, California Street, etc... Our taxes pay for the maintenance of these roads, and there should be no question as to whether or not we are allowed to use them.

Closing our roads creates additional traffic, pollution, and dangerous driving conditions by pushing vehicles (with frustrated drivers) to use alternative routes in our neighborhood which is ill-equipped to handle this extra load. It seems like you are doing everything in your power to appease a small, vocal minority of cyclists, who miss no opportunity to make life difficult for motorists (see recent videos of their staged "protests" on the Upper Great Highway where their petty and vindictive behavior is on display regularly interfering with commuters during rush hour).

Cyclists and pedestrians have an ABUNDANCE of designated areas in which to enjoy Golden Gate Park, and the rest of the city for that matter, since we have over 220 public parks. I know of elderly and disabled people who cannot visit Golden Gate Park anymore because of these closures, and it breaks my heart because I know what a special place it is.

Shouldn't everyone be allowed to use it regardless of how they get there? These drastic changes have severe consequences that affect our community in a negative way, and San Francisco already has enough challenges without this added, unnecessary closure.

Please restore order to our streets and open them up for all of us to use.

Thank you.

*Michael Cohen*