



San Francisco  
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Britney Milton <britney.milton@sfcta.org>

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## Fwd: executiveoffice@famsf.org

1 message

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**SFCTA Info** <info@sfcta.org>  
To: Clerk <clerk@sfcta.org>

Mon, May 10, 2021 at 8:29 AM

### San Francisco County Transportation Authority

Office: 415-522-4800  
[info@sfcta.org](mailto:info@sfcta.org)



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

From: **Molly Beyer** <mollybeyer@sbcglobal.net>

Date: Sun, May 9, 2021 at 3:33 PM

Subject: executiveoffice@famsf.org

To: Board.of.Supervisors@sfgov.org <Board.of.Supervisors@sfgov.org>, info@sfcta.org <info@sfcta.org>, chanstaff@sfgov.org <chanstaff@sfgov.org>, Connie.Chan@sfgov.org <Connie.Chan@sfgov.org>, Catherine.Stefani@sfgov.org <Catherine.Stefani@sfgov.org>, Aaron.Peskin@sfgov.org <Aaron.Peskin@sfgov.org>, marstaff@sfgov.org <marstaff@sfgov.org>, Gordon.Mar@sfgov.org <Gordon.Mar@sfgov.org>, prestonstaff@sfgov.org <prestonstaff@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>, MTABoard@SFMTA.com <MTABoard@sfmta.com>, slowstreets@sfmta.com <slowstreets@sfmta.com>, recpark.commission@sfgov.org <recpark.commission@sfgov.org>, rpdinfo@sfgov.org <rpinfo@sfgov.org>

### Subject Heading - Public Comment for 5/11/21 Meeting.

Dear Policy Makers – I do NOT support JFK closure. Please consider ALL San Franciscans before closing off free and accessible parking to the de Young (the City's museum) in favor of petitions from predominately white and upper income bike riders and walkers. I am distressed as a city resident that JFK Drive permanent closure is being considered by San Francisco government. Necessary and equitable ADA parking spots are currently lost to visitors with disabilities, not to mention free parking spaces on JFK for visitors and students who are not wealthy enough to live close by, able bodied enough to ride into the park, or able to afford the Music Concourse Parking Garage, which is prohibitively expensive and not under the Museums' control. Thank you for considering all sides to this issue.

**Molly Beyer**  
[1430 Jefferson Street](#)  
[San Francisco, CA 94123](#)



Britney Milton &lt;britney.milton@sfcta.org&gt;

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## Keep Golden Gate Park & JFK Dr Safe for All San Franciscans

1 message

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**Parker Day** <parkerday@gmail.com>

Mon, May 10, 2021 at 2:55 PM

To: clerk@sfcta.org

Cc: connie@conniechansf.com, "Kristen Leckie, SF Bicycle Coalition" &lt;kristen@sfbike.org&gt;, info@sfcta.org

Hello,

I'm writing about the Golden Gate Park Stakeholder Working Group and Action Framework, and about what car-free JFK Drive means to me and my partner.

We live in District 3, do not own a private vehicle, and get around entirely by walking, biking, or taking public transit. We live in Lower Nob Hill. You might not expect us to care much about car-free space in Golden Gate Park, but the car-free space on JFK Dr has been so, so important to us. It has greatly benefited our access to the western half of San Francisco and helped our physical and mental health over the last year. **I hope you will fight to keep this space open to people and restrict car access so that we can continue to have a safe route for both biking recreation and transportation.**

Equity of access is a huge concern and one that I am glad to see being discussed. The new handicapped accessible spaces that Rec & Park has been adding has been a great step forward. Muni service, a service that is 100% ADA accessible, also needs to improve in both frequency and travel time. Both of those challenges are addressable yet have barely entered the conversation. Meanwhile, adding cars back onto JFK Dr converts what is currently a quiet, safe, pollution free public space into a loud, dangerous, brake dust cloud that is primarily benefiting people who can afford to drive a car in San Francisco. **Painted bike lanes and sidewalks are not enough to negate the other negative impacts cars have on JFK Dr and Golden Gate Park.**

Finally, for the sake of equity, it is important to keep JFK Dr car-free 24/7. Not everyone works a 9-5 M-F job. People who work weekends or night shift should also have access to high quality, car-free space in their time off. **Only opening up the space on weekends benefits white collar workers who have the ability to visit on the weekends.**

Please keep this space free of cars and open to everyone.

Thank you,

Parker Day  
415-488-6812



Britney Milton &lt;britney.milton@sfcta.org&gt;

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## Public Comment for item #7 (Golden Gate Park Working Group and Action Framework)

1 message

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Zach Lipton <zach@zachlipton.com>  
To: clerk@sfcta.org

Mon, May 10, 2021 at 2:27 PM

I am a strong supporter of a car-free and kid-safe JFK.

We are a city that likes to talk about our values—“vision zero,” “transit-first policy,” and “climate emergency”—but when it comes time to put these values into practice, we too often fall short, and JFK Drive cannot be one of those times.

When I was growing up, JFK Drive for a few hours on Sunday was the only place I could ride a bike in the city, because it was the one place I wouldn't be run over by cars. Before the pandemic, JFK was on the list of the most dangerous streets in the city. Today, I visit JFK frequently, for recreation, to visit friends, and as a connection to Slow Streets in the Sunset and Richmond that allow me to visit some of my favorite small businesses, businesses I would not be visiting if JFK had cars.

Car-free JFK has become a destination in its own right, with people visiting from all over the city specifically because we don't have safe space for kids like this in our neighborhoods. I reject the idea that providing equitable access to the park requires driving on this one portion of one street when we've had over a year of experience demonstrating the park and its numerous other roads can be wide open to all visitors whether they ride transit, walk, roll, scoot, bike, or drive. I reject the idea that the California Academy of Sciences has the audacity to claim the parking garage they had built for themselves is an inequitable option after they're charging \$43.75 just to walk through their front door. And I certainly reject the idea of endangering our children in what's supposed to be a park to provide free parking for museum staff while an 800 space parking garage sits underutilized.

For this to work, we need to make sure it works for everyone, especially seniors and people with disabilities. This Priority Actions Framework is an excellent document that will ensure everyone can enjoy the park no matter how they choose to travel there, and I thank SFMTA and Rec & Park staff for their work in already implementing its recommendations, especially the addition of more accessible parking.

But I am concerned about the pace of this process, the working groups leading to frameworks leading to listening sessions leading to studies. The city is on track to have defeated a deadly pandemic in less time than it will take to decide the fate of one portion of one single street, and this Board doesn't seem the least bit embarrassed about that.

And I am most concerned that this report utterly fails to acknowledge the need for safe, car-free space for children and all San Franciscans. The category of “access for children” has been watered down to merely putting up signs begging motorists to not run children over, rather than creating safe places where kids won't be in danger in the first place. What children need in our city's largest park is not merely to improve a crosswalk, but to have space where kids can safely play independently, to walk, run, scoot, bike, and explore. The persistent danger of cars — JFK Drive is on the city's High Injury Network and has been the site of 30 serious collisions in six years — has long prevented this. That the working group has not identified kid-safe space free from deadly traffic as a need for Golden Gate Park is a failure.

Car-free JFK is one of the few good things to have come out of this pandemic, it's something that has reminded so many of us why this city is such a special place. If we're going to live up to our values, we can't go backwards. We must preserve car-free JFK while continuing to make the park accessible and safe for everyone.

Zach Lipton



Britney Milton &lt;britney.milton@sfcta.org&gt;

## Fwd: Reject the GGP working group framework on Tuesday. It doesn't put kid's safety first.

1 message

SFCTA Info <info@sfcta.org>  
To: Clerk <clerk@sfcta.org>

Mon, May 10, 2021 at 11:29 AM

### San Francisco County Transportation Authority

Office: 415-522-4800

[info@sfcta.org](mailto:info@sfcta.org)

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

From: **Matt Brezina** <[mattbrezina@gmail.com](mailto:mattbrezina@gmail.com)>

Date: Mon, May 10, 2021 at 11:21 AM

Subject: Fwd: Reject the GGP working group framework on Tuesday. It doesn't put kid's safety first.

To: Rachel Hiatt <[rachel.hiatt@sfcta.org](mailto:rachel.hiatt@sfcta.org)>, <[info@sfcta.org](mailto:info@sfcta.org)>

Thousands of San Francisco parents represented by KidSafeSF.com are calling on SFCTA commissioners to REJECT the GGP working group framework.

This is exactly what we feared when parents were excluded from the planning process - and instead, existing power structures and orgs, many staffed by non-san francisco residents, were chosen to represent the needs of Children riding bikes, scooters and skates on JFK in golden gate park.

This framework, and especially the "needs of children" only perpetuate the car violence status quo on JFK & across golden gate park.

JFK must remain Kid Safe Permanently.

-m

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

From: **Matt Brezina** <[mattbrezina@gmail.com](mailto:mattbrezina@gmail.com)>

Date: Mon, May 10, 2021 at 7:57 AM

Subject: Reject the GGP working group framework on Tuesday. It doesn't put kid's safety first.

To: Mandelman, Rafael (BOS) <[rafael.mandelman@sfgov.org](mailto:rafael.mandelman@sfgov.org)>, <[aaron.peskin@sfgov.org](mailto:aaron.peskin@sfgov.org)>, Chan, Connie (BOS) <[connie.chan@sfgov.org](mailto:connie.chan@sfgov.org)>, <[gordon.mar@sfgov.org](mailto:gordon.mar@sfgov.org)>, <[matt.haney@sfgov.org](mailto:matt.haney@sfgov.org)>, <[dean.preston@sfgov.org](mailto:dean.preston@sfgov.org)>, <[MelgarStaff@sfgov.org](mailto:MelgarStaff@sfgov.org)>, Ronen, Hillary <[hillary.ronen@sfgov.org](mailto:hillary.ronen@sfgov.org)>, <[ahsha.safai@sfgov.org](mailto:ahsha.safai@sfgov.org)>, <[catherine.stefani@sfgov.org](mailto:catherine.stefani@sfgov.org)>, Walton, Shamann (BOS) <[shamann.walton@sfgov.org](mailto:shamann.walton@sfgov.org)>

Cc: Bintliff, Jacob (BOS) <[Jacob.Bintliff@sfgov.org](mailto:Jacob.Bintliff@sfgov.org)>, Tom Temprano <[tom.temprano@sfgov.org](mailto:tom.temprano@sfgov.org)>

Chair Mandelman, Vice Chair Peskin & SFCTA Commissioners -

I strongly urge you to REJECT the GGP working group framework on Tuesday.

Attached is the Working Group's Needs matrix.

The highlighted **Access for Children** section says nothing about space for kids to safely learn to ride scooters, bikes, and skates. Nothing about safe space for kids to safely run from playground to forest independently without the threat of car violence.

Instead, I kid you not, under "children's access needs" they literally wrote **"Signage at children's eye level could be helpful. Signage telling motorists that children and pedestrians are present is needed"**

This is the DEFINITION of gutless car violence status quo. In our park!

Parents who use golden gate park were excluded from this working group and as a result, the needs of children, our most vulnerable citizens, are ignored.

There is no plan to study the children using Kid Safe JFK by the thousands. Nothing about the health improvement of kids using JFK to recreate and travel. Nothing about the joy, laughter, smiles of this new public space.

The Working Group's only suggested solution is a sign for 3-year-olds to "read" so they don't get run over by SUVs. 🤖



**San Francisco City Government is Failing San Francisco Kids. Again.**

**REJECT** this framework and put the health & safety of San Francisco's children first.

-matt brezina

Organizer w/ KidSafeSF.com

--  
Sincerely,  
Matt

Cell: 301-512-3438  
Blog: [here](#)  
Twitter: [here](#)



**SFTCA Needs.pdf**  
121K



Britney Milton &lt;britney.milton@sfcta.org&gt;

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## Public comment, agenda item #7 on Accept the Final Report for the GGP Working group and Action Framework

1 message

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'Dan Federman' via Clerk <clerk@sfcta.org>  
Reply-To: Dan Federman <dfed@me.com>  
To: clerk@sfcta.org

Mon, May 10, 2021 at 12:23 PM

To whom it may concern,

I am urging the board to reject the final report. The working group's Needs described on page 12 did not include any prioritization of people who want to utilize JFK without being threatened by cars on a former High Injury Corridor. JFK is currently a hugely important safe corridor for bike commuters and families traveling to and from the outer Western districts by means other than car.

A decision-making framework that prioritizes free parking for employees over the safety of community members with limited safe options to transit the park is out of line with the city's Vision Zero priority, and should be rejected as a result.

Best,  
- Dan (he/him)

Resident 94117



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

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## Please reject the Final report for the GGP working Group Action and Framework

1 message

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David Friedlander-Holm <david.friedlander.holm@gmail.com>

Mon, May 10, 2021 at 12:07 PM

Reply-To: david.friedlander.holm@gmail.com

To: clerk@sfcta.org

Hi,

I am writing to urge you to **reject** the Final Report for the Golden Gate Park Working Group and Action Framework.

Actions that suggest signage at children's eye-level and language to warn motorists of "children present" point to an out-of-touch working group, who has not included working with families or youth themselves. One of the tenets of youth development framework is including youth in all decisions which may affect them.

When you restrict representation from the very group that is disproportionately affected by traffic violence, the end result is poor governance and deliberately skewed towards a predisposed conclusion. One preschool director on the working group is not representation.

Again, I urge you to reject the Golden Gate Park Working Group and Action Framework.

Thank you,

-David Friedlander-Holm, Dad & daily user of Golden Gate Park.

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Festina Lente



San Francisco  
County Transportation  
Authority

Britney Milton <[britney.milton@sfcta.org](mailto:britney.milton@sfcta.org)>

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## Public Comment – Please reject Item #7 on tomorrow's board agenda

1 message

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**Karim Hamidou** <[khamidou@gmail.com](mailto:khamidou@gmail.com)>  
To: [clerk@sfcta.org](mailto:clerk@sfcta.org)

Mon, May 10, 2021 at 12:29 PM

Hello,

As a concerned neighbor and frequent biker in Golden Gate park, I'm writing to offer public comment about agenda item #7 ("Accepting the final report for the GGP Working Group and Action Framework").

I would like to urge the board to strongly reject the report. As a biker I've witnessed many accidents on JFK between motorists and pedestrians or motorists and bikes (and there have been [many reports](#) of [such accidents](#) throughout the years)

There is plenty of parking space and all around the park. Keeping JFK car-free would save many lives for years to come.

Thank you,  
k



Britney Milton &lt;britney.milton@sfcta.org&gt;

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## Public comments

1 message

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**Patrick Traughber** <patricktraughber@gmail.com>  
To: clerk@sfcta.org

Mon, May 10, 2021 at 2:49 PM

Hello,

I want to give public comment on the Item 7 for Golden Gate Park working group document for Golden Gate Park. You can see the document here.

<https://www.sfcta.org/sites/default/files/2021-05/Item%207%20-%20Golden%20Gate%20Park%20Stakeholder%20ENCLOSURE.pdf>

I want to ask that the SFCTA members vote to reject the document and disband the working group.

This document contains deeply concerning points and is missing important needs expressed by residents but omitted from the document. This is in my view a very low quality document, and I think the reason for this is that the composition of the working group doesn't include people and groups with requisite knowledge and expertise in managing public space and the needs of residents to have space without cars, and for residents and visitors who don't use cars.

Concerns:

- missing from the list of needs are the needs of residents and visitors to have a safe, pleasant outdoor space where they don't have to worry about getting hit by a car driver
- also missing are the needs for space for kids to play outside without fear of getting hit by a car
- additional missing needs include needs for space in the park without car exhaust and traffic noise, and need for routes without cars in the park, and needs for transit service to the park
- many of the members of the working group do not live in San Francisco
- there are no members of the working group representing the needs of children and parents. The school member of the working group does not cover this constituency.

I also want to point out a few more concerning parts of the document:

- the document says only once a point about needing a safer crossing for kids into the park to avoid car drivers crashing into children, and the document suggests putting signage at kids level to address this. I am sure you recognize the absurdity and frankly stupidity of this recommendation. This is San Francisco. We value life in San Francisco and we are trying to get to zero deaths.

The fact this made it out of the working group reflects poorly on the SFCTA and the working group's ability to represent the interests of people who use the park, and don't want to be killed by car drivers.

Another point I want to make is that the majority of visitors to Golden Gate Park do not arrive by car, and a majority do not visit the DeYoung and Cal Academy. The interests of the leadership of the museums is overrepresented in this working group and in the list of needs. Their boards are filled with people who don't live in San Francisco, and they drive into our city and therefore their personal preference towards driving private automobiles into our city are overrepresented.

New York City's Central Park has been completely closed to automobiles for several years now and their museums in Central Park have had record visitor numbers (before the pandemic of course). The DeYoung and Cal Academy will be fine, and in fact do well, when we finally do what is right and inevitable and ban car drivers from the entirety of Golden Gate Park permanently. That is going to happen and it's just a matter of time, and we should begin planning for it. The museum's current leadership may not see this vision that we have in SF and other cities have been acting on, but their future leadership will certainly understand it.

Please reject this report and dissolve the working group and create a new one with representation from people who live in San Francisco, visit the park, and have needs beyond free abundant car parking and a place to drive their car.

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**Patrick Traughber**  
[patricktraughber@gmail.com](mailto:patricktraughber@gmail.com)  
310.940.3273



San Francisco  
County Transportation  
Authority

Britney Milton <[britney.milton@sfcta.org](mailto:britney.milton@sfcta.org)>

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## JFK

1 message

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**Leslie Rodd** <[leslieannrodd@sbcglobal.net](mailto:leslieannrodd@sbcglobal.net)>  
To: [clerk@sfcta.org](mailto:clerk@sfcta.org)

Mon, May 10, 2021 at 2:55 PM

My name is Leslie Rodd, I am 71 years old and I live right across from Golden Gate Park and I am recovering from a stroke.

I have been riding my tricycle in GG Park ever since JFK closed down, with my husband as chaperone. It is so much easier to ride when there aren't cars to deal with!

I am also doing rehabilitation by doing walking in the park, and that too is a breeze since JFK sans cars!

If there is a way to have part of JFK back and keep the other part minus cars?

Thank you for your consideration!

Sent from my iPhone



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

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## Public Comment - Item #7 on Tomorrow's Agenda

1 message

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**Avishai Halev** <avishaihalev@gmail.com>  
To: clerk@sfcta.org

Mon, May 10, 2021 at 1:12 PM

Dear SFCTA,

I am writing to urge you to reject the final report for the Golden Gate Park Working Group and Action Framework as it is bad.

The framework does not put the safety of kids first. In fact, the framework fails to mention the entire reason we are having this discussion, which is car-free space to recreate. Nowhere in the framework is maintaining car free space for people outside of vehicles, which is anathema to the city's climate goals and its nominal commitment to Vision Zero.

Please reject the framework.

Best,  
Avishai  
Resident - 94133

Avishai Halev



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

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## public comments - item #7 on tomorrow's board meeting agenda -- reject a framework that doesn't put families first

1 message

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**Meg Pirnie Kammerud** <meg.kammerud@gmail.com>  
To: clerk@sfcta.org

Mon, May 10, 2021 at 1:13 PM

Good afternoon,

I'm writing to you today as a San Francisco parent with two young children who love Golden Gate Park and value the spaces in San Francisco that are open and free for playing. I am asking that you reject the final report from the GGP Working Group and Action Framework. The report is deeply flawed because it does not offer children a space to recreate and does not begin its analysis from a place of curiosity of what could be -- rather than assumption of what must be in the name of driving.

The report treats JFK as nothing more than something that should be used for transportation and parking -- as if that is a given. But we know that JFK can and should be used for so much more -- namely biking and scooting and playing. The rest of the park is filled with space for driving, and during COVID we saw the success of using a small piece of the roadway for other more family friendly uses. People must come before cars. Public transportation can close any gaps caused by closing a tiny portion of the road in GGP (I note that I take MUNI to GGP regularly despite living in a neighborhood with only one MUNI line running out that direction).

GGP is an anchor for our city, and we should treat it as such. We must be forward-looking. New York banned cars from Central Park years ago, but it's WONDERFUL. I hope that San Francisco can find a way to prioritize people rather than cars and to protect our wonderful park!

Please reject the final report and listen to parents, families, bikers, and others who see something more than parking spaces and the fastest driving route when we look at our park.

Best,  
Meg Kammerud



Britney Milton &lt;britney.milton@sfcta.org&gt;

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**Public Comment, agenda #7 Accept the Final report on GG Park Work Group....**

1 message

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**Raul Maldonado** <rmaldonadocloud@gmail.com>  
To: clerk@sfcta.org

Mon, May 10, 2021 at 12:44 PM

Hello everyone,

I hope you are safe & well.

Supervisors, we should **reject** this Working Group Framework. It's status quo for deadly streets. Both kids & SF locals lives come first, second, and third. Especially in our park, where kids should be free to be kids.

With this past year, we've, trivially, seen unexpected cases go down, and environmental, health, and even economic uplift from this experience.

Reject this framework that excludes the safety, health & joy of San Francisco's children. Demand that kids and families be represented going forward. **Approve Director Tumlin's request for a one-year extension for SF Locals & Kid Safe JFK**, and work towards addressing the accessibility and equity needs while keeping this space Kid Safe and open to all people.

Cheers,  
Raul Maldonado



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

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## reject JFK Working Group Framework

1 message

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**William Wolf** <ww@williwolf.net>  
To: "clerk@sfcta.org" <clerk@sfcta.org>

Mon, May 10, 2021 at 12:45 PM

Supervisors,

I am 62, no car, bike daily to work. We need some safe streets with no cars in our city.

I want you to reject the JFK Working Group Framework. It's status quo for deadly streets. Our kids' lives come first, second, and third. Especially in our park, where kids should be free to be kids. I beg you to come experience the joy and freedom of children on Kid Safe JFK.

Reject this framework that excludes the safety, health & joy of San Francisco's children. Demand that kids and families be represented going forward.

Approve Director Tumlin's request for a one-year extension of Kid Safe JFK, and work towards addressing the accessibility and equity needs while keeping this space Kid Safe and open to all people.

Willi Wolf



Britney Milton &lt;britney.milton@sfcta.org&gt;

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## Reject Golden Gate Park Working Group Framework

1 message

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**Rozie Wong** <roziwong@gmail.com>  
To: clerk@sfcta.org

Mon, May 10, 2021 at 12:55 PM

Keep JFK Drive in Golden Gate Park closed to traffic. Listen to Kids Safe JFK group.

Supervisors, **reject** this Working Group Framework. It's status quo for deadly streets. Our kids' lives come first, second, and third. Especially in our Golden Gate Park, where kids should be free to be kids. I beg you to come experience the joy and freedom of children on Kid Safe JFK.

Reject this framework that excludes the safety, health & joy of San Francisco's children. Demand that kids and families be represented going forward. **Approve** Director Tumlin's request for a one-year extension of Kid Safe JFK, and work towards addressing the accessibility and equity needs while keeping this space Kid Safe and open to all people.

Regards,  
Ms Rozie Wong Gillies  
District 1 resident and parent of a 7 year old student.



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

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## Reject Golden Gate Park Working Group Framework

1 message

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**Jessica Kotov** <jessicakotov@gmail.com>  
To: clerk@sfcta.org

Mon, May 10, 2021 at 1:03 PM

Hi,

My name is Jessica Kotov. I live in Corona Heights and am emailing about Kid Safe JFK.

Supervisors, **reject** this Working Group Framework. It's status quo for deadly streets. Our kids' lives come first, second, and third. Especially in our park, where kids should be free to be kids. I beg you to come experience the joy and freedom of children on Kid Safe JFK.

Reject this framework that excludes the safety, health & joy of San Francisco's children. Demand that kids and families be represented going forward. **Approve** Director Tumlin's request for a one-year extension of Kid Safe JFK, and work towards addressing the accessibility and equity needs while keeping this space Kid Safe and open to all people.



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

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## Reject Golden Gate Park Working Group Framework

1 message

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**Dmitri Kotov** <dmitrikotov1@gmail.com>  
To: clerk@sfcta.org

Mon, May 10, 2021 at 1:05 PM

Hi,

My name is Dmitri Kotov. I live in Corona Heights and am emailing about Kid Safe JFK.

Supervisors, **reject** this Working Group Framework. It's status quo for deadly streets. Our kids' lives come first, second, and third. Especially in our park, where kids should be free to be kids. I beg you to come experience the joy and freedom of children on Kid Safe JFK.

Reject this framework that excludes the safety, health & joy of San Francisco's children. Demand that kids and families be represented going forward. **Approve** Director Tumlin's request for a one-year extension of Kid Safe JFK, and work towards addressing the accessibility and equity needs while keeping this space Kid Safe and open to all people.



Britney Milton &lt;britney.milton@sfcta.org&gt;

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## Public Comment for tomorrow's Agenda Item 7 (GGP Working Group)

1 message

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**Robin Kutner** <robin.kutner@gmail.com>  
To: clerk@sfcta.org

Mon, May 10, 2021 at 1:09 PM

Hi there,  
I am writing in public comment re. Agenda Item 7 for the 5/11/21 SFCTA meeting - GGP Action Framework.

I am writing to encourage the board to **reject the action framework as written**. I read through the whole report, and I was particularly disturbed that the "access needs" list on page 12 does not list anything about safe recreation/active transportation space!!! JFK Drive was initially closed to cars on Sundays to provide a relaxing park environment that is completely safe for users, and then it was closed to cars during covid to also provide a safe path for east-west for active transportation modes.

JFK Drive used to be on our city's high injury network. That's because cars and people playing in the park cannot safely coincide. People end up severely injured or dead when we combine these two things.

The "access needs" lists "wayfinding signage" as a high priority, yet "keeping human beings safe from cars" is not a listed priority.

The "access needs" also talks about "kid safety" in terms of "crosswalk access to the Koret playground" .... what? What about kids playing freely in the street, learning to bike or walk or blow bubbles or just relax? Our city's crown jewel park should allow for that.

Please **approve Dir. Tumlin's request for a one-year extension of Safe JFK Drive** and work towards addressing the accessibility and equity needs while keeping this space safe and open to all.

Thank you,  
Robin Kutner  
94117



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

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## Public comment - item #7 on tomorrow's board meeting agenda

1 message

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**Bruce Halperin** <bhalperin28@gmail.com>  
To: clerk@sfcta.org

Mon, May 10, 2021 at 10:59 AM

I am writing to offer public comment in regards to agenda item #7 (Accept the Final Report for the Golden Gate Park Working Group and Action Framework [NTIP Planning]) at the May 11, 2021 board meeting.

I urge the board to REJECT the final report, as it is deeply flawed. The biggest issue is that the report, either in the list of park access needs on page 12 or in the list of values in Appendix B, makes no mention of a need for people to enjoy a car-free space to recreate, which was the primary reason for closing JFK Drive to cars in the first place! "Clear wayfinding signage", while important, is hardly the biggest need of people walking or biking in the park. Similarly, "Access for children" makes no mention of the fact that children are some of the biggest beneficiaries of the new car-free space on JFK during the pandemic! JFK Drive is treated in this report merely as a way to get from A to B, which reflects a car-centric mindset; the people who have enjoyed the newly car-free space view JFK Drive \*as a destination in itself\* and this should be reflected in the working group's priorities and values.

A process that takes into account "Define a clear path for traffic through the park which doesn't impede goods, services, customers or employees" and "Maintain employee parking for those who can't afford the garage" (page 28) but not something like "Maintain space for people not in a car to walk, bike, and recreate" will inevitably produce an outcome that prioritizes the movement and storage of cars, which is antithetical to the City's climate goals and disruptive to the people who are newly enjoying the park in the absence of vehicular traffic on JFK Drive. This is 2021, not 1961, and we should not kick off a process that subordinates the needs of people to the needs of cars, in a PARK of all places. Parks are meant to be places for PEOPLE to enjoy. Rather than enabling employee parking, we should be encouraging (and incentivizing!) museum employees to arrive at the park by means that are more environmentally friendly and considerate to other users of the park. I see no mention of this as a need or value in the report either.

Golden Gate Park can be a great place for people if those who have control over it are forward-looking enough. New York's Central Park (sandwiched in between much denser neighborhoods than the Richmond and Sunset Districts) has banned cars on all of its roadways for years and the park is a much better place as a result - an attractive destination where people can recreate or just enjoy the space without cars. Despite its "Transit First" mantra (repeatedly affirmed at the ballot box by City voters, most recently in 2014's Prop L), San Francisco dedicates nearly every available square inch of pavement on its roads to making the best experience for people driving at the expense of everyone else. I beg you, let us have just ONE place where we prioritize people instead. Don't destroy one of the most wonderful spaces in the City, a real silver lining of the horrible COVID-19 pandemic, by allowing cars back on it. Golden Gate Park is the crown jewel of our city and it deserves nothing less.



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

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## Fwd: Public Comment for 5/11/21 Meeting

1 message

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**SFCTA Info** <info@sfcta.org>  
To: Clerk <clerk@sfcta.org>

Mon, May 10, 2021 at 8:29 AM

### San Francisco County Transportation Authority

Office: 415-522-4800  
[info@sfcta.org](mailto:info@sfcta.org)



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

From: **Patricia Yerian** <[pyerian@gmail.com](mailto:pyerian@gmail.com)>  
Date: Sun, May 9, 2021 at 4:20 PM  
Subject: Public Comment for 5/11/21 Meeting  
To: <[Info@sfcta.org](mailto:Info@sfcta.org)>  
Cc: <[chanstaff@sfgov.org](mailto:chanstaff@sfgov.org)>, <[executiveoffice@famsf.org](mailto:executiveoffice@famsf.org)>

GG Park should be for everyone. We have been expressing our concerns over further restrictions on access for over a year. We are Seniors and long time residents of the Inner Richmond. We would normally be able to enter the park at the Arguello Gate, we have been forced to go around the park and enter on 9th Avenue for over a year. The JFK closure was supposed to be temporary but here we are with another deception on the part of SFMTA to now permanently close JFK Drive preventing full access to the park.

We very much wanted to see the Entwined exhibit in the park. We were not able to do so since it would require us to walk from another area in the dark since we couldn't park on JFK Drive. Our frustration will only grow as other night time events start to open at the deYoung and the Academy of Science. We support both of these institutions but will not be able to take full advantage of our memberships. I am also a volunteer at the deYoung but I cannot afford the parking garage fees which I am sure is the case for many of the volunteers.

We tried doing our morning walk along JFK Drive. Unfortunately, pedestrians appear to be fair game with joggers and bicyclists coming up right behind you with no warning.

It seems that seniors and persons with disabilities are now routinely not taken into consideration. MLK Drive and the Great Highway are the latest examples of what seems to be an all or nothing approach to planning. I saw in your report that one of your solutions was to add some ADA parking spaces. A pitiful attempt on your part to placate many of us.

Pat & Dick Yerian



Britney Milton &lt;britney.milton@sfcta.org&gt;

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## CTA - GGP Working Group and Action Framework

1 message

**David Alexander** <alexanderdavid415@gmail.com>

Mon, May 10, 2021 at 11:04 AM

To: clerk@sfcta.org, rachel.hiatt@sfcta.org

Cc: "Chan, Connie (BOS)" &lt;connie.chan@sfgov.org&gt;, "Groth, Kelly (BOS)" &lt;kelly.groth@sfgov.org&gt;, mandelmanstaff@sfgov.org, Aaron.Peskin@sfgov.org

Dear SFCTA and Assistant Deputy Director for Planning, Rachel Hiatt (cc Chair Mandelman, Vice-Chair Peskin, Commissioner Chan and Legislative Aide Kelly Groth),

I am writing to urge you to **reject** the Final Report for the Golden Gate Park Working Group and Action Framework.

Actions that suggest signage at children's eye-level and language to warn motorists of "children present" point to an out-of-touch working group, who has not included working families or youth themselves. One of the tenets of youth development framework is including youth in all decision which may affect them.

We, among other SF based family groups, emailed Rachel Hiatt about our concerns on November 23, 2020. Our hope was to nominate a D1 mom or guardian to the CTA work group, who would represent all families especially underrepresented families who identify as a POC.

When you restrict representation from the very group that is disproportionately affected by traffic violence, the end result is poor governance and deliberately skewed towards a predisposed conclusion. One preschool director on the working group is not representation.

Again, we urge you to reject the Golden Gate Park Working Group and Action Framework. Thank you.

Thank you,

Dave "Alex" Alexander, MPA  
Richmond Family Transportation Network  
列治文區家庭交通互聯網  
[www.RFTN.org](http://www.RFTN.org)



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

## Fwd: Public Comment for 5/11/21 Meeting.

1 message

SFCTA Info <info@sfcta.org>  
To: Clerk <clerk@sfcta.org>

Mon, May 10, 2021 at 8:30 AM

### San Francisco County Transportation Authority

Office: 415-522-4800  
[info@sfcta.org](mailto:info@sfcta.org)



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From: **Sheila Pressley** <[spressley@famsf.org](mailto:spressley@famsf.org)>

Date: Sun, May 9, 2021 at 11:32 AM

Subject: Public Comment for 5/11/21 Meeting.

To: <[Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org)>, <[info@sfcta.org](mailto:info@sfcta.org)>, <[chanstaff@sfgov.org](mailto:chanstaff@sfgov.org)>, <[Connie.Chan@sfgov.org](mailto:Connie.Chan@sfgov.org)>, <[Catherine.Stefani@sfgov.org](mailto:Catherine.Stefani@sfgov.org)>, <[Aaron.Peskin@sfgov.org](mailto:Aaron.Peskin@sfgov.org)>, <[marstaff@sfgov.org](mailto:marstaff@sfgov.org)>, <[Gordon.Mar@sfgov.org](mailto:Gordon.Mar@sfgov.org)>, <[prestonstaff@sfgov.org](mailto:prestonstaff@sfgov.org)>, <[Dean.Preston@sfgov.org](mailto:Dean.Preston@sfgov.org)>, <[Matt.Haney@sfgov.org](mailto:Matt.Haney@sfgov.org)>, <[Myrna.Melgar@sfgov.org](mailto:Myrna.Melgar@sfgov.org)>, <[Rafael.Mandelman@sfgov.org](mailto:Rafael.Mandelman@sfgov.org)>, <[Hillary.Ronen@sfgov.org](mailto:Hillary.Ronen@sfgov.org)>, <[Shamann.Walton@sfgov.org](mailto:Shamann.Walton@sfgov.org)>, <[Ahsha.Safai@sfgov.org](mailto:Ahsha.Safai@sfgov.org)>, <[MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)>, <[slowstreets@sfmta.com](mailto:slowstreets@sfmta.com)>, <[recpark.commission@sfgov.org](mailto:recpark.commission@sfgov.org)>, <[rpinfo@sfgov.org](mailto:rpinfo@sfgov.org)>

Cc: <[executiveoffice@famsf.org](mailto:executiveoffice@famsf.org)>

Dear Supervisors,

The Fine Arts Museums provide free programs for people with disabilities, free Saturday art making and sketching in the galleries, free school tours, curricula, and art making, the de Youngsters Studio for children 3 to 8 and their caregivers, to name a few. The Fine Arts Museums are the City's museum and we take our responsibility to serve our city seriously.

I am distressed as a resident and as a FAMSF employee that JFK Drive permanent closure is being considered by San Francisco government. I am sure you know that necessary and equitable ADA parking spots are currently lost to visitors with disabilities, not to mention the number of free parking spaces on JFK for visitors and students who are not wealthy enough to live close by, able bodied enough to ride into the park, or able to afford the Music Concourse Parking Garage, which is prohibitively expensive and not under the Museums' control. I am also confused as to why in a large park like Golden Gate Park, with many acres of unoccupied land, a permanent bike path is suggested in front of the de Young's loading dock.

To support museum visitation for the many San Franciscans (and those from further afield) who enjoy weekends in the park we have provided free admission on Saturdays. Providing free access as well as breaking down barriers to attendance for new audiences is critical. We are actively reaching out to BIPOC communities to invite them to visit and enjoy our new diverse and inclusive stories of art. With my most sincere respect I would like to suggest that closing off free and accessible parking to the City's museum in favor of petitions from predominately white and upper income bike riders is ableist and elitist.

I truly believe we can all work together. I am passionately advocating for a partial reopening of JFK Drive to ensure San Franciscans from every neighborhood can access the de Young Museum. Specifically, I am calling for the reopening of JFK Drive between Transverse Drive and 8<sup>th</sup> Avenue. This partial reopening will resolve some of the logistical complications associated with the operation of the museum's loading dock, full compliance with ADA requirements, and access for low income visitors from other parts of the city and Bay Area.

Thank you for your time and consideration of my thoughts.

Sincerely,

Sheila Pressley

Director of Education

Fine Arts Museums of San Francisco

de Young and Legion

[50 Hagiwara Tea Garden Drive](#)

[San Francisco, CA 94118](#)

415-750-7641

She/Her/Hers

Please consider making a donation to the [Fine Arts Museums Recovery Fund](#) today. Any gift will make an impact.



San Francisco  
County Transportation  
Authority

Britney Milton <[britney.milton@sfcta.org](mailto:britney.milton@sfcta.org)>

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## Fwd: JFK road closure

1 message

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**SFCTA Info** <[info@sfcta.org](mailto:info@sfcta.org)>  
To: Clerk <[clerk@sfcta.org](mailto:clerk@sfcta.org)>

Mon, May 10, 2021 at 8:30 AM

### San Francisco County Transportation Authority

Office: 415-522-4800  
[info@sfcta.org](mailto:info@sfcta.org)



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From: **NEIL RANSICK** <[norris.ransick@comcast.net](mailto:norris.ransick@comcast.net)>  
Date: Sat, May 8, 2021 at 12:22 PM  
Subject: JFK road closure  
To: [info@sfcta.org](mailto:info@sfcta.org) <[info@sfcta.org](mailto:info@sfcta.org)>  
Cc: [executiveoffice@famsf.org](mailto:executiveoffice@famsf.org) <[executiveoffice@famsf.org](mailto:executiveoffice@famsf.org)>

As a museum volunteer, I am very concerned about the JFK road closure for our patrons. I have a handicapped plaque and without the road reopening so I can park on JFK, I am not sure I'll be able to continue as a volunteer. The garage is too expensive and the closure will affect the deYoung's attendance along with that of the Academy of Sciences, and the Conservatory. There is a protected bike lane on JFK between parked cars and the sidewalk. And surely bicyclists have lots of other places to bike. Their rights cannot be allowed to supercede the rights of people who need their cars.

Lynn Norris

Britney Milton <[britney.milton@sfcta.org](mailto:britney.milton@sfcta.org)>

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**Fwd: JFK**

1 message

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**SFCTA Info** <[info@sfcta.org](mailto:info@sfcta.org)>  
To: Clerk <[clerk@sfcta.org](mailto:clerk@sfcta.org)>

Mon, May 10, 2021 at 8:30 AM

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From: **Catherine Oconnell** <[sfcarrieo@gmail.com](mailto:sfcarrieo@gmail.com)>  
Date: Sat, May 8, 2021 at 10:05 AM  
Subject: JFK  
To: <[info@sfcta.org](mailto:info@sfcta.org)>

The closing of JFK to vehicles poses a hardship for me as an older person and to others like me who depend on bus and car drop off. It also poses a great hardship for the many disabled people who attend special tours on Mondays as well as on other days. Catherine E OConnell, [340 Arguello Blvd. San Francisco](#).



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

## Fwd: Keep JFK Drive Open

1 message

SFCTA Info <info@sfcta.org>  
To: Clerk <clerk@sfcta.org>

Mon, May 10, 2021 at 8:32 AM

### San Francisco County Transportation Authority

Office: 415-522-4800  
[info@sfcta.org](mailto:info@sfcta.org)



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From: **Frankie Gillette** <maxfrank@pacbell.net>

Date: Fri, May 7, 2021 at 5:06 PM

Subject: Keep JFK Drive Open

To: [Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org) <Board.of.Supervisors@sfgov.org>, [info@sfcta.org](mailto:info@sfcta.org) <info@sfcta.org>, [chanstaff@sfgov.org](mailto:chanstaff@sfgov.org) <chanstaff@sfgov.org>, [Connie.Chan@sfgov.org](mailto:Connie.Chan@sfgov.org) <Connie.Chan@sfgov.org>, [Catherine.Stefani@sfgov.org](mailto:Catherine.Stefani@sfgov.org) <Catherine.Stefani@sfgov.org>, [Aaron.Peskin@sfgov.org](mailto:Aaron.Peskin@sfgov.org) <Aaron.Peskin@sfgov.org>, [marstaff@sfgov.org](mailto:marstaff@sfgov.org) <marstaff@sfgov.org>, [Gordon.Mar@sfgov.org](mailto:Gordon.Mar@sfgov.org) <Gordon.Mar@sfgov.org>, [prestonstaff@sfgov.org](mailto:prestonstaff@sfgov.org) <prestonstaff@sfgov.org>, [Dean.Preston@sfgov.org](mailto:Dean.Preston@sfgov.org) <Dean.Preston@sfgov.org>, [Matt.Haney@sfgov.org](mailto:Matt.Haney@sfgov.org) <Matt.Haney@sfgov.org>, [Myrna.Melgar@sfgov.org](mailto:Myrna.Melgar@sfgov.org) <Myrna.Melgar@sfgov.org>, [Rafael.Mandelman@sfgov.org](mailto:Rafael.Mandelman@sfgov.org) <Rafael.Mandelman@sfgov.org>, [Hillary.Ronen@sfgov.org](mailto:Hillary.Ronen@sfgov.org) <Hillary.Ronen@sfgov.org>, [Shamann.Walton@sfgov.org](mailto:Shamann.Walton@sfgov.org) <Shamann.Walton@sfgov.org>, [Ahsha.Safai@sfgov.org](mailto:Ahsha.Safai@sfgov.org) <Ahsha.Safai@sfgov.org>, [MTABoard@SFMTA.com](mailto:MTABoard@SFMTA.com) <MTABoard@sfmta.com>, [slowstreets@sfmta.com](mailto:slowstreets@sfmta.com) <slowstreets@sfmta.com>, [recpark.commission@sfgov.org](mailto:recpark.commission@sfgov.org) <recpark.commission@sfgov.org>, [rpinfo@sfgov.org](mailto:rpinfo@sfgov.org) <rpinfo@sfgov.org>, Megan Bourne <mbourne@famsf.org>  
Cc: Fine Arts Museums of San Francisco <contact@famsf.org>

May 7, 2021

Golden Gate Transportation Authority

Dear Directors:

As a child growing up in Bridgeport, Connecticut, one of the family delights we looked forward to was a Sunday drive through Beardsley Park following church. Riding through the park was a special treat, a time to enjoy the beauty of the green grass, the leaves and trees, and nature; a time to appreciate life.

When I came to San Francisco about 50 years ago that childhood treat became an adult treat. Riding through Golden Gate Park on a Sunday afternoon refreshed my soul as well as my spirit.

When, occasionally, the park visit was enhanced by a visit to the park museums, life was really good.

I am now a ninety-six year old senior, living in an assisted-living facility. While the facility provides group trips around San Francisco it no longer can take us on a Sunday afternoon drive through Golden Gate Park followed by a visit to the deYoung Museum. This treat is now impossible because Golden Gate Drive is closed to cars on Sunday afternoon.

Granted youth need a place to roller skate. Can that be done somewhere else (perhaps Kezar Stadium be paved).

**Seniors also need a place to relax and absorb nature. A Sunday drive through Golden Gate Park including a drop-off and pick-up visit to the deYoung Museum would help "golden" our senior years. Please make this possible.**

Very truly yours,

Frankie Jacobs Gillette  
1550 Sutter St. #221



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

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## Fwd: DO NOT close JFK to cars

1 message

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**SFCTA Info** <info@sfcta.org>  
To: Clerk <clerk@sfcta.org>

Mon, May 10, 2021 at 8:32 AM

### San Francisco County Transportation Authority

Office: 415-522-4800  
[info@sfcta.org](mailto:info@sfcta.org)



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From: **Victoria Kirby** <[vickirby2222@gmail.com](mailto:vickirby2222@gmail.com)>  
Date: Fri, May 7, 2021 at 4:05 PM  
Subject: DO NOT close JFK to cars  
To: <[info@sfcta.org](mailto:info@sfcta.org)>, <[MOD@sfgov.org](mailto:MOD@sfgov.org)>, <[racialequity@sfgov.org](mailto:racialequity@sfgov.org)>, <[Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org)>, <[recpark.commission@sfgov.org](mailto:recpark.commission@sfgov.org)>, <[rpdinfo@sfgov.org](mailto:rpdinfo@sfgov.org)>, <[MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)>  
Cc: <[executiveoffice@famsf.org](mailto:executiveoffice@famsf.org)>

I am a volunteer docent at the FAMSF and a long-standing member. I also have a bad knee which means I must park near the museums as I can't walk a long distance, nor can I afford the very expensive parking garage fees. If you close JFK, I can no longer volunteer as a docent at the de Young Museum nor will I be able to visit unless a friend drops me off and picks me up.

To close JFK East to all vehicle traffic will negatively impact parents with strollers and young children who can walk; the elderly; people who prefer to use a car because they find public transportation inaccessible, dangerous, and the routes of no use to them; and people with disabilities - especially with mobility issues. Closing JFK near the de Young museum will adversely affect many potential visitors as well as staff and volunteers. It is dangerous to walk in the Park or wait for a bus when it is dark and staff and volunteers often work until after dark and need to park close by.

The FAMSF offers 5-6 Access Days for Special Exhibitions a year (partially subsidized by the City of SF) for visitors with disabilities. If JFK East is closed they cannot have ADA parking close by and so will be unable to come to Access Days. This is NOT inclusive or equitable and goes against ADA's effort to make all public spaces accessible!!

There is an alternative that will serve EVERYONE who wants to be in Golden Gate Park and attend the de Young Museum, Academy of Sciences, Botanical Garden etc. - pedestrians, bicyclists, and those needing cars or vans. JFK is wide enough to have designated paths for all three plus parking spots for both regular vehicles and those with ADA placards. There is already a large, paved area bordering JFK and near 8th Ave entrance for roller skaters and plenty of paths for pedestrians throughout the GG Park.  
Victoria Kirby

[125 Edinburgh St, SF CA 94112](#)



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

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## Fwd: Public Comment for 5/11/21 Meeting

1 message

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**SFCTA Info** <info@sfcta.org>  
To: Clerk <clerk@sfcta.org>

Mon, May 10, 2021 at 8:33 AM

### San Francisco County Transportation Authority

Office: 415-522-4800  
[info@sfcta.org](mailto:info@sfcta.org)



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From: **Laura Camerlengo** <[lcamerlengo@famsf.org](mailto:lcamerlengo@famsf.org)>

Date: Fri, May 7, 2021 at 9:25 AM

Subject: Public Comment for 5/11/21 Meeting

To: <[info@sfcta.org](mailto:info@sfcta.org)>, <[Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org)>, <[chanstaff@sfgov.org](mailto:chanstaff@sfgov.org)>, <[Connie.Chan@sfgov.org](mailto:Connie.Chan@sfgov.org)>, <[Catherine.Stefani@sfgov.org](mailto:Catherine.Stefani@sfgov.org)>, <[Aaron.Peskin@sfgov.org](mailto:Aaron.Peskin@sfgov.org)>, <[marstaff@sfgov.org](mailto:marstaff@sfgov.org)>, <[Gordon.Mar@sfgov.org](mailto:Gordon.Mar@sfgov.org)>, <[prestonstaff@sfgov.org](mailto:prestonstaff@sfgov.org)>, <[Dean.Preston@sfgov.org](mailto:Dean.Preston@sfgov.org)>, <[Matt.Haney@sfgov.org](mailto:Matt.Haney@sfgov.org)>, <[Myrna.Melgar@sfgov.org](mailto:Myrna.Melgar@sfgov.org)>, <[Rafael.Mandelman@sfgov.org](mailto:Rafael.Mandelman@sfgov.org)>, <[Hillary.Ronen@sfgov.org](mailto:Hillary.Ronen@sfgov.org)>, <[Shamann.Walton@sfgov.org](mailto:Shamann.Walton@sfgov.org)>, <[Ahsha.Safai@sfgov.org](mailto:Ahsha.Safai@sfgov.org)>, <[MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)>, <[slowstreets@sfmta.com](mailto:slowstreets@sfmta.com)>, <[recpark.commission@sfgov.org](mailto:recpark.commission@sfgov.org)>, <[rpinfo@sfgov.org](mailto:rpinfo@sfgov.org)>  
Cc: <[office@famsf.org](mailto:office@famsf.org)>

To Whom It May Concern,

I am writing on behalf of the Fine Arts Museums of San Francisco (FAMSF) with regard to the long-standing closure of John F. Kennedy Drive. As a FAMSF staff member as well as a resident of the Richmond neighborhood, I am concerned about the impact of this closure on individuals who work in Golden Gate Park as well as those who live in neighborhoods that surround it.

As is well known, public transportation in the Richmond neighborhood is limited and, where available, inefficient. Prior to the closure of FAMSF this past spring in the wake of the COVID-19 pandemic, I chose to walk to and from my home (366 20<sup>th</sup> Avenue) to work at the de Young museum. Despite my home being located near a major intersection and several bus stops, I found that the commute by foot took the same amount of time (25 minutes) as it would take me to reach the de Young via two buses – my only method of reaching the museum via public transportation. By further comparison, walking proved the more affordable commuting option as well, saving my family \$200/month in Muni fees.

For comparison, if I were to travel by car, it would be a five-minute drive between my home and the de Young museum. Travel by car was sometimes an option when there was access to John F. Kennedy Boulevard and its free parking; however, without this area available for parking, it is infeasible. As is widely known, the parking garage in Golden Gate Park is not affordable to park visitors nor to FAMSF staff, and is certainly not a viable option for those with a daily commute. (For reference, parking in the garage daily could cost nearly \$600/month.)

As the parent of a toddler, I would prefer to drive to work, as it would help me more efficiently balance the pressing commitments of both childcare and my job. I am sure this is an experience and concern applicable to many, if not all, working parents and caregivers. But without the option of free parking on John F. Kennedy Boulevard, this is not possible. Furthermore, parking in the surrounding Inner Richmond neighborhood is not practicable, as there is a significant overflow of cars from Golden Gate Park to this neighborhood in the wake closure.

As both a resident and especially as a mother, I deeply appreciate the need for safe, open spaces for members of all Bay Area communities to enjoy, particularly in these difficult times. But the necessity for such spaces must be considered in a comprehensive manner with concern for the myriad needs of Golden Gate Park's diverse users and the space's multitudinal functions.

Thank you very much for your consideration.

With kind regards,  
Laura Camerlengo

--

**Laura L. Camerlengo**

Associate Curator of Costume and Textile Arts,

The Caroline and H. McCoy Jones Department of Textile Arts

Fine Arts Museums of San Francisco

de Young \ Legion of Honor

p 415.750.8909

[lcamerlengo@famsf.org](mailto:lcamerlengo@famsf.org)

[www.famsf.org](http://www.famsf.org)

pronouns: she/her/hers

*Please consider making a donation to the [Museum Fund](#) today. Any gift will make an impact.*



San Francisco  
County Transportation  
Authority

Britney Milton <[britney.milton@sfcta.org](mailto:britney.milton@sfcta.org)>

---

## Fwd: Public Comment for 5/11/21 Meeting

1 message

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SFCTA Info <[info@sfcta.org](mailto:info@sfcta.org)>  
To: Clerk <[clerk@sfcta.org](mailto:clerk@sfcta.org)>

Mon, May 10, 2021 at 8:33 AM

### San Francisco County Transportation Authority

Office: 415-522-4800  
[info@sfcta.org](mailto:info@sfcta.org)



San Francisco  
County Transportation  
Authority

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

From: **Grey McCune** <[grey.mccune@gmail.com](mailto:grey.mccune@gmail.com)>  
Date: Thu, May 6, 2021 at 5:49 PM  
Subject: Public Comment for 5/11/21 Meeting  
To: <[info@sfcta.org](mailto:info@sfcta.org)>, <[Catherine.Stefani@sfgov.org](mailto:Catherine.Stefani@sfgov.org)>  
Cc: <[Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org)>

Hi Catherine -

My name is Grey and I live in your district around Green & Octavia (served as a poll worker at Golden Gate Library in Nov. 2020). I wanted to submit a quick comment in advance of the May 11 meeting, where I understand you'll be discussing JFK Drive.

**As a resident of Cow Hollow, I'd like to advocate that JFK in GGP NOT remain car-free.** I love going to GGP, and feel that preventing cars from returning would be extreme and exclude many from easy access to and enjoyment of the park and grounds. In fact, what I need as a resident is EASIER access to the park - not less! Please note that I also live car-free (I rely on bike/feet/public transit). So as someone who is primarily a cyclist in the city, I'd still like us to have the park remain mixed transit rather than restrictive. We are fortunate to have many great public and green spaces in the city, and I do not think we need to restrict cars further!

Thanks for keeping my interests in mind - best of luck with all the work! Thanks for serving as our supervisor.

Thanks,

Grey McCune



Britney Milton &lt;britney.milton@sfcta.org&gt;

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**Fwd: Public Comment for 5/11/21 Meeting**

1 message

---

**SFCTA Info** <info@sfcta.org>  
To: Clerk <clerk@sfcta.org>

Mon, May 10, 2021 at 8:33 AM

**San Francisco County Transportation Authority**Office: 415-522-4800  
[info@sfcta.org](mailto:info@sfcta.org)[sfcta.org](http://sfcta.org) | [sign up for our newsletter](#)

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

From: **Larisa Berger** <[larisa.berger@gmail.com](mailto:larisa.berger@gmail.com)>  
Date: Thu, May 6, 2021 at 5:40 PM  
Subject: Public Comment for 5/11/21 Meeting  
To: <[info@sfcta.org](mailto:info@sfcta.org)>

Hi Supervisor Chan!

My name is Larisa Berger and I live in your district on Balboa and 26th. We've also chatted outside Home Coffee. I'm writing because I'm really worried that JFK Drive will remain closed after the pandemic. This would really negatively affect the experience of so many residents of the Outer Richmond, like myself.

During the pandemic these road closures were critical. San Franciscans were confined and needed easy access to outside activity. Kids needed to leave their zoom school and be able to play safely in the street. These road closures allowed our neighborhood to support San Franciscans and help keep down the spread of COVID by giving everyone a safe place to play and exercise without having to travel outside the city.

As the city reopens, I hope that we can alleviate the stress that has been on our community as a result of these closures. GGP is bumper to bumper on Chain of Lakes nearly every evening and I do not even attempt to traverse the park over the weekend, given the pressure put on these roadways in the midst of closures on JFK Drive and the Great Highway. There's no other way for that traffic to go due to these road closures.

To many who don't live with these traffic patterns, this may not seem like a big deal. I imagine it's a difficult job to make the case for the sake of safety alone.

Thanks for being our supervisor,  
Larisa



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

## Fwd: Public Comment for 5/11/21 Meeting

1 message

SFCTA Info <info@sfcta.org>  
To: Clerk <clerk@sfcta.org>

Mon, May 10, 2021 at 8:34 AM

### San Francisco County Transportation Authority

Office: 415-522-4800  
[info@sfcta.org](mailto:info@sfcta.org)



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

From: **Caroline McCune** <carolinekmcune@gmail.com>

Date: Thu, May 6, 2021 at 5:01 PM

Subject: Public Comment for 5/11/21 Meeting

To: <info@sfcta.org>

Cc: <executiveoffice@famsf.org>, <Board.of.Supervisors@sfgov.org>, <chanstaff@sfgov.org>, <Connie.Chan@sfgov.org>, <Catherine.Stefani@sfgov.org>, <Aaron.Peskin@sfgov.org>, <marstaff@sfgov.org>, <Gordon.Mar@sfgov.org>, <prestonstaff@sfgov.org>, <Dean.Preston@sfgov.org>, <Matt.Haney@sfgov.org>, <Myrna.Melgar@sfgov.org>, <Rafael.Mandelman@sfgov.org>, <Hillary.Ronen@sfgov.org>, <Shamann.Walton@sfgov.org>, <Ahsha.Safai@sfgov.org>, <MTABoard@sfmta.com>, <slowstreets@sfmta.com>, <recpark.commission@sfgov.org>, <rpinfo@sfgov.org>

To whom it may concern:

As an employee at the de Young museum, I am writing today to voice how the current closure of JFK Drive East will be detrimental to museum operations. We work with a multitude of vendors and contractors who need to be able to easily access the museum's loading dock entrance on JFK Drive, often because they are bringing equipment with them onto museum premises. The closure makes this quite challenging for them. While they have been cooperative with the temporary closure, I am concerned that a longer term closure would dissuade them from wanting to work with the museum, and could therefore create significant challenges for our programs.

Additionally, as a working mother, this closure has affected me personally. Upon ending maternity leave this past year, I needed to be able to return to work on several occasions with my pump so that I could continue to breastfeed my child. If you have ever needed to transport a breast pump and pumped milk to/from work during a pandemic (which required me to also supply my own laptop, multiple forms of sanitizer and cleaning supplies, packed lunch, and water bottles), you know that it can be quite cumbersome to carry all of that. Please think of non-profit employees like me, who for a variety of personal reasons should be able to access their place of work with ease, as you make your decision.

Thank you,  
Caroline McCune



Britney Milton <[britney.milton@sfcta.org](mailto:britney.milton@sfcta.org)>

---

## JFK drive closure NO!

1 message

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**Marilu Donnici** <[mdonnici@pacbell.net](mailto:mdonnici@pacbell.net)>  
To: [clerk@sfcta.org](mailto:clerk@sfcta.org)

Mon, May 10, 2021 at 8:44 AM

You can modify traffic but NO weekly closure.  
This is discrimination against seniors and those handicapped that can only access with a car.  
Our voices need to be heard!  
Mary Donnici

Sent from my iPad  
Mary Louise Donnici  
Sr. Loan Officer  
Pacific Bay Lending, Inc.  
CA Bureau of Real Estate #[1375656](#), [01874818](#)  
NMLS# 237617, 318011  
Direct [415-794-4554](tel:415-794-4554)

 [0.5 inch Equal Housing Opportunity Logo]



Britney Milton &lt;britney.milton@sfcta.org&gt;

## Fwd: Public Comment for 5/11/21 Meeting

1 message

SFCTA Info <info@sfcta.org>  
 To: Clerk <clerk@sfcta.org>

Mon, May 10, 2021 at 10:55 AM

### San Francisco County Transportation Authority

Office: 415-522-4800  
[info@sfcta.org](mailto:info@sfcta.org)



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From: **Rebecca Burton** <rlburton32@gmail.com>

Date: Mon, May 10, 2021 at 10:52 AM

Subject: Public Comment for 5/11/21 Meeting

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

Cc: <executiveoffice@famsf.org>

Dear SFCTA, Board of Supervisors, and Other Stakeholders.

I'm writing to address the proposed closure of JFK Drive in Golden Gate Park. I am currently an employee of the de Young Museum. I treasure stewarding the collections at the de Young for our diverse audiences, both present and future. Our audience is made up of people with all levels of physical and mental abilities, all income levels, and coming from all over the Bay Area. Our location is challenging for parts of our audience to access, and would be more challenging if JFK drive was permanently closed to traffic. While we are fortunate to have the Music Concourse drive for pick ups and drop offs, losing handicap spaces as well as more accessible parking behind the building is a major blow for our audiences. I encourage you to leave at least one lane of traffic and parking open on JFK drive for continued access to our museum.

On a personal level, I am a new mother living in the Bayview District. I cannot afford nor desire to have a nanny in the house, so I need to pick up and drop off my child at daycare every day. I used to ride the bus to work or ride my bike before the baby arrived, but now I must drive to be able to have childcare while I work. The competition for spaces to park near the de Young is already difficult, and we have not even returned to full capacity yet. I am worried about my ability to park throughout the day (needing to move my car at least once to avoid tickets as well). The parking garage is prohibitively expensive to me, and I imagine it would be prohibitively expensive for many of my neighbors in this district as well.

I urge you to reopen at least one lane of traffic and parking open on JFK drive for their continued access to our museum. I am a cyclist and understand the desire for safe streets, but our museum and it's collection is a treasure for the city and the region, and should be accessible for all.

Thank you,

Becky Burton



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

## Fwd: Public Comment for 5/11/21 Meeting

1 message

SFCTA Info <info@sfcta.org>  
To: Clerk <clerk@sfcta.org>

Mon, May 10, 2021 at 12:11 PM

### San Francisco County Transportation Authority

Office: 415-522-4800  
[info@sfcta.org](mailto:info@sfcta.org)



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

From: **sharon bell** <[sharonbell514@gmail.com](mailto:sharonbell514@gmail.com)>

Date: Mon, May 10, 2021 at 11:39 AM

Subject: Public Comment for 5/11/21 Meeting

To: <[Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org)>, <[info@sfcta.org](mailto:info@sfcta.org)>, <[chanstaff@sfgov.org](mailto:chanstaff@sfgov.org)>, <[Connie.Chan@sfgov.org](mailto:Connie.Chan@sfgov.org)>, <[Catherine.Stefani@sfgov.org](mailto:Catherine.Stefani@sfgov.org)>, <[Aaron.Peskin@sfgov.org](mailto:Aaron.Peskin@sfgov.org)>, <[marstaff@sfgov.org](mailto:marstaff@sfgov.org)>, <[Gordon.Mar@sfgov.org](mailto:Gordon.Mar@sfgov.org)>, <[prestonstaff@sfgov.org](mailto:prestonstaff@sfgov.org)>, <[Dean.Preston@sfgov.org](mailto:Dean.Preston@sfgov.org)>, <[Matt.Haney@sfgov.org](mailto:Matt.Haney@sfgov.org)>, <[Myrna.Melgar@sfgov.org](mailto:Myrna.Melgar@sfgov.org)>, <[Rafael.Mandelman@sfgov.org](mailto:Rafael.Mandelman@sfgov.org)>, <[Hillary.Ronen@sfgov.org](mailto:Hillary.Ronen@sfgov.org)>, <[Shamann.Walton@sfgov.org](mailto:Shamann.Walton@sfgov.org)>, <[Ahsha.Safai@sfgov.org](mailto:Ahsha.Safai@sfgov.org)>, <[MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)>, <[slowstreets@sfmta.com](mailto:slowstreets@sfmta.com)>, <[recpark.commission@sfgov.org](mailto:recpark.commission@sfgov.org)>, <[rpinfo@sfgov.org](mailto:rpinfo@sfgov.org)>

Dear Policy Makers – I do NOT support JFK closure. Please consider ALL San Franciscans before closing off free and accessible parking to the de Young (the City's museum) in favor of petitions from predominately white and upper-income bike riders and walkers. I am a native San Franciscan and a distressed as a city resident that JFK Drive's permanent closure is being considered by the San Francisco government. Necessary and equitable ADA parking spots are currently lost to visitors with disabilities, not to mention free parking spaces on JFK for visitors and students who are not wealthy enough to live close by, able-bodied enough to walk or ride into the park, or able to afford the Music Concourse Parking Garage, which is prohibitively expensive and not under the Museums' control.

According to the CDC the most common disability is mobility and affects 1 in 7 adults, and 2 in 5 adults over the age of 65. **Please remember that cities should plan for the most vulnerable, not the most able-bodied.**

There needs to be a comprehensive study to study and redesign the traffic flow within the park. This would allow for fully protected pathways and at the same time find a solution for all San Franciscans to enjoy the park at the level they are able.

Thank you for considering all sides to this issue.

Sharon Bell

A San Franciscan Who is Committed to a Solution for Equity and Inclusivity



Britney Milton &lt;britney.milton@sfcta.org&gt;

## Public comment on May 11, 2021, SFCTA meeting - Reopen JFK Drive to cars ASAP

2 messages

Howard Chabner &lt;hlchabner@comcast.net&gt;

Mon, May 10, 2021 at 1:10 PM

To: MayorLondonBreed@sfgov.org, waltonstaff@sfgov.org, shamann.walton@sfgov.org, aaron.peskin@sfgov.org, catherine.stefani@sfgov.org, connie.chan@sfgov.org, dean.preston@sfgov.org, gordon.mar@sfgov.org, hillary.ronen@sfgov.org, Matt.Haney@sfgov.org, rafael.mandelman@sfgov.org, melgarstaff@sfgov.org, myrna.melgar@sfgov.org, Ahsha.Safai@sfgov.org, Tim.H.Ho@sfgov.org, Jen.Snyder@sfgov.org, Daniel.Herzstein@sfgov.org, Honey.Mahogany@sfgov.org, Daisy.Quan@sfgov.org, Natalie.Gee@sfgov.org, Tom.Temprano@sfgov.org, "Tumlin, Jeffrey (MTA)" <Jeffrey.Tumlin@sfmta.com>, "Jones, Sarah (MTA)" <Sarah.Jones@sfmta.com>, "Ginsburg, Phil (REC)" <phil.ginsburg@sfgov.org>, MTABoard@sfmta.com, rpdinfo@sfgov.org, "Madland, Sarah (REC)" <sarah.madland@sfgov.org>, recpark.commission@sfgov.org, chanstaff@sfgov.org, Edward.W.Wright@sfgov.org, Kyle.Smeallie@sfgov.org, lucas.tobin@sfgov.org, "Jensen, Kevin (DPW)" <Kevin.W.Jensen@sfdpw.org>, Nicole Bohn <nicole.bohn@sfgov.org>, "Kaplan, Deborah (ADM)" <deborah.kaplan@sfgov.org>, "Romaidis, John (ADM)" <john.romaidis@sfgov.org>, "Khambatta, Arfaraz (DPW)" <arfaraz.khambatta@sfdpw.org>, info@sfcta.org, Fiona <fiona@ilrcsf.org>, clerk@sfcta.org

Dear SFCTA Board members, Mayor Breed and others:

Please reopen JFK Drive to cars ASAP, except, as before the pandemic, for the eastern part on Sundays and some Saturdays.

Before the pandemic, a large percentage of visitors to Golden Gate Park came in cars, including San Franciscans, people who live elsewhere in the Bay Area, and tourists from around the world. Those who relied on cars include seniors, people with mobility and other disabilities, families with children, and residents from places within and outside San Francisco where driving is the only feasible option. Before the pandemic, JFK Drive was open to all transportation modes, including cars, except the eastern part was closed to cars on Sundays and some Saturdays. That was a fair compromise. In addition, there has been a parking-protected bike lane in both directions on JFK Drive for years (the creation of which resulted in the elimination of many parking spaces).

The closure was imposed by executive order of Mayor Breed at the beginning of shelter-in-place on a temporary, emergency basis in order to provide more space for social distancing. In essence, this has closed much of Golden Gate Park to anyone who can't walk or bike in, which is inequitable, but it was imposed quickly and justified as one of many temporary measures to deal with an unprecedented public health emergency.

Permanently closing JFK Drive to cars would create a permanent access barrier to Golden Gate Park for countless numbers of people, including many seniors, people with mobility and other disabilities, families, and people from places where driving is the only feasible option.

**The closure of JFK Drive to cars during the pandemic has been touted as a success by some, and used to argue for permanent closure. But it hasn't been a success for those who have been unable to access Golden Gate Park because of the closure. It may be**

**possible to measure the number of pedestrians and cyclists in the park, but it is utterly impossible to measure the number of people who couldn't go there because of the closure.**

Permanently closing the eastern part of JFK to cars would permanently eliminate hundreds of parking spaces. Increasing the number of blue zones elsewhere in the park and in the surrounding areas would be insufficient to compensate for the loss. Disabled people parked not only in the blue zones on JFK, but in regular spaces also, as we do throughout the city. When JFK was open to cars, people who couldn't walk, or couldn't walk far, could park close to destinations such as the Conservatory of Flowers, AIDS Memorial Grove, Dahlia Garden and others. With permanent closure, they will never be able to. Moreover, increasing the number of blue zones elsewhere would do nothing for the countless number of people who may not be disabled but rely on cars to get to the park.

I live close enough to roll to the park, which I do often when the weather is good, and it is truly delightful. But even though I live close, I'm not able to roll there in cold or rainy weather, or at night. For example, I was unable to see the light show in February. When my mother, age 91, visits from Chicago, we drive to the park to go to the museums and gardens. She can walk short distances, but it isn't possible for her to walk there no matter how good the weather.

Weather matters. Many visitors, whether disabled or not, are unable to stand in the rain or cold waiting for a shuttle, and are unable to walk long distances in the rain or cold.

Terminology matters. Rec Park, MTA and others refer to the days that JFK Drive is closed to cars as "Car-Free" days, which implies freedom, and implies that cars are bad. "Restricted Access" or "Car-Forbidden" would be just as accurate.

The City can't make the temporary, emergency closure of JFK Drive permanent without doing an environmental impact report. (The original bike plan was tied up in court for years because the City refused to do an EIR.) And you can't do an EIR about closing JFK without first doing a traffic study of the surrounding areas. One example of the environmental impact on the surrounding areas is the increased congestion on Fell Street from Masonic to Stanyan since JFK Drive has been closed. Any study also must include the impact of losing hundreds of spaces in GGP on parking in the surrounding areas. And it's impossible to do a meaningful traffic study until after the pandemic emergency is over, because current conditions aren't representative.

Closing JFK to cars permanently would violate Title II of the Americans with Disabilities Act. And the City has a mixed record in defending against ADA lawsuits.

Sincerely

Howard Chabner



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

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## Re-open JFK Drive!

1 message

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**Denise Doley** <ddoley@gmail.com>  
To: clerk@sfcta.org

Mon, May 10, 2021 at 1:56 PM

Please re-open JFK drive. Keeping JFK Drive closed during the weekdays in particular, makes no sense! It is causing additional traffic and pollution to occur with idling cars on other streets that cut through the park. Particularly with I love to ride my bike but there are an abundance of open trails, bike lanes, and places do this, even the polo field.

Keeping JFK drive closed during the weekdays lacks common sense. It is absurd and unfair to neighbors who may want to go to a museum. Or who may want to play tennis. Instead of getting there in 6 minutes, it takes 20 minutes. If you care about the neighbors, please reopen JFK. If you care about the environment, please re-open JFK drive. It is causing MORE problems, pollution and congestion, not less.

Thank you,  
A concerned central Richmond neighbor.



San Francisco  
County Transportation  
Authority

Britney Milton <britney.milton@sfcta.org>

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## Fwd: Car-Free JFK Drive now and forever - SUPPORT

1 message

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**andrew sullivan** <andrew@sulli.org>  
To: clerk@sfcta.org

Mon, May 10, 2021 at 1:59 PM

Public comment for tomorrow's meeting. Thanks!

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

From: **andrew sullivan** <andrew@sulli.org>

Date: Sun, May 9, 2021 at 11:27 PM

Subject: Car-Free JFK Drive now and forever - SUPPORT

To: <ChanStaff@sfgov.org>, <Matt.Haney@sfgov.org>, <Gordon.Mar@sfgov.org>, <myrna.melgar@sfgov.org>, Aaron Peskin <Aaron.Peskin@sfgov.org>, <Dean.Preston@sfgov.org>, Hillary Ronen <Hillary.Ronen@sfgov.org>, Ahsha Safai <Ahsha.Safai@sfgov.org>, Catherine Stefani <Catherine.Stefani@sfgov.org>, <Shamann.Walton@sfgov.org>, Rachel Hiatt <rachel.hiatt@sfcta.org>, <jeffrey.tumlin@sfmta.org>, <phil.ginsburg@sfgov.org>, <rafael.mandelman@sfgov.org>

Cc: Matt Brezina <Mattbrezina@gmail.com>, <hello@kidsafeggp.com>, Kristen Leckie <kristen@sfbike.org>, London Breed <London.Breed@sfgov.org>

Supervisors / SFCTA Directors (cc SF Bike Coalition, Kid Safe JFK, and Mayor Breed):

I am a resident of the Haight Ashbury and a frequent user of Car-Free JFK, as a cyclist and a pedestrian. **I am writing to urge you to take action immediately to make JFK Drive car-free permanently.**

If for some reason this is not possible, I urge you to **keep car-free JFK Drive in place 24/7** while any outreach or study takes place around concerns such as disabled accessibility, parking for visitors, and access from parts of San Francisco and the Bay Area that are harder to reach, such as the southeast neighborhoods of San Francisco.

In addition, I urge you to immediately demand that the Museum Concourse Community Partnership and the Concourse Garage board negotiate in good faith with the city and the museums to reduce the cost of employee parking and expand disabled parking. While normally we would not want to expand parking under the Transit-First Policy that has been repeatedly and overwhelmingly approved by the voters, **we have an 800-space garage directly under the museums** that is underutilized, so it makes no sense not to take advantage of it to reduce the demand for parking on our streets in the park.

Finally, I would like to express my concern about the recent report published about community input into the future of JFK Drive. I was frankly shocked to see no mention whatsoever of safety for families, pedestrians, cyclists, and kids in the "park access needs" discussion, though the report correctly pointed out the high number of injury crashes that has occurred along JFK and other streets in the park. Isn't a safe and welcoming street the highest priority, far more important than wayfinding? **Perhaps one or more parents of small children who currently use JFK Drive should be included in future working groups.**

Car-Free JFK and the associated Golden Gate Park Slow Streets, along with the Great Walkway, are among the amazing silver linings that have appeared during Covid. It would be completely unacceptable to give them up for any length of time. **Please take all necessary action to keep JFK Drive car-free permanently and never reopen it to cars again.**

Thank you,  
Andrew Sullivan



Britney Milton &lt;britney.milton@sfcta.org&gt;

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**Fw: Reopen Great Hwy - Simple Safe Solution**

1 message

---

**Kristin** <kristin.kerr@sbcglobal.net>  
To: "clerk@sfcta.org" <clerk@sfcta.org>

Mon, May 10, 2021 at 2:13 PM

To Whom it May Concern:

The Great Highway must be immediately reopened. This is an essential access road for the tax-paying citizens of San Francisco. The residents of the Richmond district are significantly impacted by the closure. The hardest hit are working families/seniors/disabled. The concept of the Great Walkway is wasteful and unnecessary. **There is already a pedestrian/bike path at this location.** Please stop wasting money on dangerous and ineffective mitigation measures that force highway traffic into residential neighborhoods and GG Park. Reopen the Great Highway for its intended purpose. Reopening is simple, safe, cost effective and vital to our community.

\*\*\* IMPORTANT - According to AAA - the greatest number of pedestrian fatalities occurred on non-freeway arterial in urban areas. [Examining the Increase in Pedestrian Fatalities in the United States, 2009–2018 - AAA Foundation](#)



**Examining the Increase in Pedestrian Fatalities in the United States, 20...**

This research examines the increase in pedestrian fatalities from 2009 to 2018 through analysis of changes in th...

"Virtually the entire increase in pedestrian fatalities from 2009 to 2018 occurred in urban areas: the number of pedestrians killed in urban areas increased by more than 2,000 over the study period, while the number in rural areas increased by one. Well over two-thirds of the overall increase in pedestrian fatalities occurred on urban non-freeway arterials" AAA Report on Pedestrian Fatalities.

**Moving Great Highway traffic to residential streets and GG Park is dangerous and unnecessary. Keep highway traffic where it belongs... on the Great Highway.**

### YES!! Safe for Pedestrians and Cars



Image capture: Apr 2019 © 2021 Google

San Francisco, California

### YES!!



Image capture: Apr 2019 © 2021 Google

### NO - Unsafe Detour for Highway Traffic



Kristin  
District 1