



Proposition J

Ordinance amending the Park Code to repeal and reauthorize the Golden Gate Park Access and Safety Program, which includes establishing new recreation and open space by limiting private vehicles on certain street segments in Golden Gate Park including on JFK Drive, making certain street segments one-way, establishing bicycle lanes, and urging additional changes to improve public access to Golden Gate Park; and making associated findings under the California Vehicle Code.

NOTE: **Unchanged Code text and uncodified text** are in plain font.

Additions to Codes are in *single-underline italics Times New Roman font*.

Deletions to Codes are in *strikethrough italics Times New Roman font*.

Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Background and Findings.

(a) The City has previously reserved certain portions of John F. Kennedy (JFK) Drive and other connecting streets in Golden Gate Park for non-vehicle traffic on Saturdays and Sundays and holidays, to allow the public to safely recreate in the park. Walking, bicycling, and playing in these streets on open recreation days has become a beloved San Francisco tradition.

(b) Starting in April 2020, the Recreation and Park Department temporarily extended the open recreation days to seven days per week, as part of the Slow Streets program that the City implemented across San Francisco in response to the unprecedented COVID-19 pandemic, to ensure the safety and protection of persons using those streets in Golden Gate Park to safely recreate. Temporarily restricting private vehicles from these streets enabled thousands of people



of all ages and all walks of life to safely use the Park, prompting the Recreation and Park Department to consider, alongside its ongoing efforts to improve accessibility, equity, and mobility in Golden Gate Park, whether the restrictions should continue in some form after the COVID-19 emergency ends.

(c) As described in the staff report for the Joint Recreation and Park Commission and San Francisco Municipal Transportation Board of Directors meeting held on March 10, 2022 which is on file with the Clerk of the Board of Supervisors in File No. 220261, extending the restrictions on private vehicles is consistent with applicable City policies related to the use of Golden Gate Park, including:

(1) Section 4.113 of the Charter, which states that park land shall be used for recreational purposes.

(2) The Golden Gate Park Master Plan, adopted in 1998, which states, in relevant part, that “[m]anagement of Golden Gate Park’s circulation system should as a primary goal, create and maintain a system of recreation pathways, trails, and roadways where the order of priority should be to accommodate pedestrians, bicycles and vehicles for the purpose of enjoying the park”; and that the City should “[r]estrict nonpark motor traffic to designed throughways in a manner that fully separates business, shopping and commute traffic from the park experience;” and that “East-West traffic should be discouraged and directed onto perimeter roads.”

(3) The Golden Gate Park Revitalization Act, adopted by the voters as Proposition J in June 1998, which states that the voters intended to “create a pedestrian oasis in the Music Concourse area of the area situated between the de Young Museum and the Academy of Sciences;” and “take steps to reduce the impact of automobiles in the Park while still providing long-term assurance of safe, reliable and convenient areas for visitors to the Park, including its cultural institutions.”

(4) The Concourse Surface Circulation Plan, Option 2A, approved on June 16, 2005 by the Recreation and Park Commission via Resolution No. 0506-010, and which is intended to (1) prohibit cut-through traffic in the Music Concourse; (2) slow and calm destination traffic on the Concourse roadways; and (3) provide safe, reliable and convenient drop-off access to the Music Concourse for visitors to its cultural institutions, from both JFK Drive and Martin Luther King Jr. (MLK) Drive and that various traffic calming, pedestrian safety, bicycle access, and other measures identified to assist in furthering these purposes. On August 2, 2005, by Resolution No. 603-05, the Board of Supervisors unanimously adopted Option 2A of the Concourse Surface Circulation Plan, and stated that it was authorizing the Recreation and Park Department to take all actions necessary to implement the Resolution.

(d) Consistent with all of the foregoing, the Recreation and Park Department, in partnership with the San Francisco Municipal Transportation Agency and following an extensive program of multilingual public outreach, developed a series of proposals known as the Golden Gate Park Access and Safety Program (the “Program”). The proposals are intended to improve traffic safety, improve bicycle connectivity, and expand public open space in Golden Gate Park by restricting private vehicles on JFK Drive (between Kezar Drive and Transverse Drive), MLK Drive (between Lincoln Way and Chain of Lakes Road), and on other nearby street segments; making certain streets segments one-way; establishing new bicycle lanes; and urging the Recreation and Park Department to implement other changes to improve access and safety in Golden Gate Park. Informational materials summarizing the Program are on file with the Clerk of the Board of Supervisors in File No. 220261.

(e) On March 10, 2022, the Recreation and Park Commission and the San Francisco Municipal Transportation Agency Board of Directors held a joint meeting regarding the Golden Gate Park Access and Safety Program, including the proposals to restrict private vehicles from certain streets in the Park and to make certain street segments one-way. Such closures to vehicular traffic are consistent with California Vehicle Code Section 21101, including recent legislation authorizing local authorities to implement slow streets programs under certain conditions applicable here. And, the proposal to make certain segments one-way is authorized by California Vehicle Code Section 21657, which authorizes local authorities to designate travel

on streets in one direction. Following thorough staff presentations and extensive public comment at the meeting, each body found that public opinion for the vehicle-restricted streets in Golden Gate Park during the COVID-19 pandemic has overall been positive and that there is significant public support to extend the restrictions into the future, and adopted a resolution urging the Board of Supervisors to adopt the Golden Gate Park Access and Safety Program. Copies of the resolutions are on file with the Clerk of the Board of Supervisors in File No. 220261 and are incorporated by reference as if set forth fully herein.

(f) On May 3, 2022, the Board of Supervisors passed Ordinance No. 74-22, Board File No. 220261, amending Section 6.12 of the Park Code to adopt the Golden Gate Park Access and Safety Program. Ordinance No. 74-22 became effective on June 7, 2022. In Ordinance No. 74-22, the Board of Supervisors adopted and affirmed the findings in the resolutions of the Recreation and Park Commission and the San Francisco Municipal Transportation Agency Board of Directors referenced above in subsection (e), and the voters in turn in this ordinance hereby re-adopt and reaffirm such findings as follows:

(1) The restricted portions of the streets are no longer needed for vehicular access and the closures and traffic restrictions leave a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic.

(2) The closures and traffic restrictions are necessary for the safety and protection of persons who are to use those parts of the streets during the closure or traffic restriction.

(3) Staff have done outreach and engagement for all abutting residents and property owners, including facilities located in Golden Gate Park and surrounding neighbors of the project.

(4) The City maintains a publicly available website with information about the Slow Streets program in general and, specifically, the Golden Gate Park Access and Safety Program, that identifies the streets in the Program and gives instructions for the public to provide feedback.

(5) Prior to implementing the Program, the Recreation and Park Department shall provide advance notice of the closure or traffic restrictions to residents and owners of property abutting those streets and shall clearly designate the closures and restrictions with appropriate signage consistent with the California Manual on Uniform Traffic Control Devices.

(g) Consistent with Ordinance No. 74-22, the purpose of this measure is for the voters to directly express their approval of the traffic safety improvements, bicycle connectivity enhancements, and expanded access to public open space in Golden Gate Park that the Recreation and Park Department has begun to implement with the Program, and to ensure that such benefits continue.

Section 2. The voters hereby re-authorize and re-enact Section 6.12 of the Park Code as follows:

SEC. 6.12. GOLDEN GATE PARK ACCESS AND SAFETY PROGRAM.

—(a) *Findings and Purpose.*

—(1) *Golden Gate Park was created more than 100 years ago to provide a sanctuary from the pressures of urban life. Golden Gate Park remains an irreplaceable resource of open space for visitors to and residents of San Francisco, especially those families for whom it is difficult to travel out of the City for recreation.*

—(2) *For more than 30 years, Sunday and holiday closure to motor vehicles of a portion of John F. Kennedy Drive, approximately 1.5 miles in length, between Kezar Drive and Transverse Drive, and closure of portions of adjacent roads connecting with that portion of John F. Kennedy Drive, has been one of the most popular attractions in Golden Gate Park, attracting hundreds of thousands of people each year from every neighborhood, racial/ethnic group, age category, and income level.*

—(3) *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.

—(4) Concerns about ensuring automobile access to the cultural institutions in the Golden Gate Park Concourse area, including the M.H. de Young Memorial Museum and the California Academy of Sciences (“CAS”), have been addressed by the construction of an underground parking garage in the Concourse area pursuant to the aforementioned Proposition J.

—(5) In 2007, with the enactment of Ordinance No. 271-07, the City extended this program of Sunday road closures to also cover Saturdays, to provide more opportunities for the public to engage in recreation and due to the need to ensure the safety and protection of persons who would use these roads during the closures.

—(6) In 2022, following the temporary closure of portions of John F. Kennedy Drive and other connecting streets due to the COVID-19 pandemic, and on recommendation of the Recreation and Park Commission and San Francisco Municipal Transportation Agency Board of Directors, the Board of Supervisors adopted the Golden Gate Park Access and Safety Program, and approved the road closures described herein, finding that it would be appropriate to permanently restrict private vehicles from portions of John F. Kennedy Drive and certain other street segments in Golden Gate Park, due to the need to ensure the safety and protection of persons who are to use those streets, and because those streets are no longer needed for private vehicle traffic, and because the restrictions would leave a sufficient portion of the streets in the surrounding area for other public uses including vehicular, pedestrian, and bicycle traffic.

—(b) **Restrictions on Private Vehicles.** The Board of Supervisors authorizes the Recreation and Park Department to restrict private vehicles from the following streets in Golden Gate Park: JFK Drive, between Kezar Drive and Transverse Drive; Conservatory Drive East, between Arguello Boulevard and JFK Drive; Pompeii Circle, entire length of street; Conservatory Drive West, between JFK Drive and 500² northeast of JFK Drive; 8th Avenue, between Fulton Street and JFK Drive; Music Concourse Drive, between JFK Drive and Bowl Drive; Hagiwara Tea Garden Drive, between JFK Drive and Bowl Drive; Stow Lake Drive, between JFK Drive and Stow Lake Drive East; Middle Drive West, between Overlook Drive and a gate 200 feet west of Overlook Drive; Middle Drive West, between Metson Road and a gate 675 feet east of Metson Road; Bernice Rodgers Way, between JFK Drive and MLK Drive; and MLK Drive, between Lincoln Way and Chain of Lakes Road. The Board of Supervisors also authorizes the Recreation and Park Department to convert MLK Drive from Chain of Lakes Drive to Sunset Boulevard from two-way traffic to one-way traffic in the eastbound direction; and Middle Drive West from Metson Road to MLK Drive from two-way traffic to one-way traffic in the westbound direction. The Board of Supervisors also establishes a protected two-way bicycle lane (Class IV) on the east side of Transverse Drive from JFK Drive to Overlook Drive, and a one-way westbound bicycle lane (Class II) on the north side of MLK Drive between Middle Drive and Sunset Boulevard. A map depicting these street closures and traffic restrictions is on file with the Clerk of the Board of Supervisors in File No. 220261, the file for the ordinance amending this Section 6.12 in 2022, and is incorporated herein by reference. The Recreation and Park Department’s temporary closure of the streets in Golden Gate Park due to the COVID-19 pandemic is hereby ratified.

—(c) The Recreation and Park Department shall include on its website a map depicting the streets subject to the street closures and traffic restrictions authorized in subsection (b), and such other information as it may deem appropriate to assist the public; and shall provide advance notice of any changes to these street closures or traffic restrictions to residents and owners of property abutting those streets.

—(d) The Board of Supervisors urges the Recreation and Park Department to pursue the remaining aspects of the Golden Gate Park Access and Safety Program, including but not limited to the associated parking, loading, and traffic modifications, improved shuttle service, paratransit van service, accessible parking spots, delivery access for the

DeYoung Museum, and bicycle connectivity, and authorizes the Recreation and Park Department to implement the Program with adjustments as it deems necessary.

—(e) **Disability Access Standards.** The following disability access standards shall apply to the closures of John F. Kennedy Drive and related roads as set forth in subsection (b).

—(1) Disability access to Golden Gate Park shall comply with the Americans with Disabilities Act and the Golden Gate Park Revitalization Act of 1998.

—(2) All vehicular access points to the areas of closure shall contain directional signage that describes all access points and accessible surface parking areas for people with disabilities and provides directions to the underground parking facility in the Music Concourse. Signage also shall include telephone and TTY/TDD contact numbers where callers can obtain information on disability access.

—(3) The Department, in consultation with the San Francisco Municipal Transportation Agency, Fine Arts Museums, California Academy of Sciences, Golden Gate Park Concourse Authority, and Mayor’s Office on Disability, shall maintain at least the following disability access measures:

—(A) A total of at least 92 accessible parking spaces east of Transverse Drive, of which 20 spaces shall be in the Bandshell parking lot.

—(B) Assigned passenger loading zones for people with disabilities and others, in the Music Concourse in front of the California Academy of Sciences and the de Young Museum.

—(C) An authorized intra-park transit shuttle that is accessible and operates frequently on the closed sections of John F. Kennedy Drive, additional accessible parking spaces, and additional signed drop-off zones for people with disabilities outside of the area of closure.

—(f) **Exempt Motor Vehicles.** The following motor vehicles are exempt from the restrictions in subsection (b):

—(1) Emergency vehicles, including but not limited to police and fire vehicles;

—(2) Official City, State, or federal vehicles, or any other authorized vehicle, being used to perform official City, State, or federal business pertaining to Golden Gate Park or any property or facility therein, including but not limited to public transit vehicles, vehicles of the Recreation and Park Department and construction vehicles authorized by the Recreation and Park Department.

—(3) Authorized intra-park transit shuttle buses, paratransit vans, or similar authorized vehicles used to transport persons within Golden Gate Park.

—(4) Vehicles authorized by the Recreation and Park Department in connection with permitted events.

—(5) Vehicle deliveries to the DeYoung Museum loading dock. Such vehicles shall have unimpeded access to the Museum’s loading dock from John F. Kennedy Drive through the road closure area. The DeYoung Museum may use the existing closure protocols to provide for unencumbered delivery access to its loading dock and maintain safety of individuals within the road closure area. The Museum and the Recreation and Park Department shall evaluate such protocols and delivery activities on a regular basis to ensure that adequate delivery access and public safety are maintained, and if necessary, shall institute additional or modified methods that ensure adequate delivery access to the Museum and public safety.

—(g) **Emergency Authority.** The General Manager of the Recreation and Park Department shall have the authority to allow traffic on roads that would otherwise be closed in accordance with this Section 6.12 in circumstances which in the General Manager’s judgment constitute an emergency such that the benefit to the public from the street closure is outweighed by the traffic burden or public safety hazard created by the emergency circumstances.

—(h) **Promotion of the General Welfare.** In enacting and implementing this Section 6.12, the City is assuming an undertaking only to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation for breach of which it is liable in



money damages to any person who claims that such breach proximately caused injury.—

(i) **Severability.** *If any section, subsection, sentence, clause, phrase, or word of this Section 6.12 or any application thereof to any person or circumstance, is held to be invalid or unconstitutional by a decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions or applications of Section 6.12. The Board of Supervisors hereby declares it would have passed this Section 6.12 and each and every section, subsection, sentence, clause, phrase, and word not declared invalid or unconstitutional without regard to whether any other portions of Section 6.12 or application thereof would be subsequently declared invalid or unconstitutional.*

(a) **Findings and Purpose.**

(1) *Golden Gate Park was created more than 100 years ago to provide a sanctuary from the pressures of urban life. Golden Gate Park remains an irreplaceable resource of open space for visitors to and residents of San Francisco, especially those families for whom it is difficult to travel out of the City for recreation.*

(2) *For more than 30 years, Sunday and holiday closure to motor vehicles of a portion of John F. Kennedy Drive (“JFK Drive”), approximately 1.5 miles in length, between Kezar Drive and Transverse Drive, and closure of portions of adjacent roads connecting with that portion of JFK Drive, has been one of the most popular attractions in Golden Gate Park, attracting hundreds of thousands of people each year from every neighborhood, racial/ethnic group, age category, and income level.*

(3) *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.*

(4) *Concerns about ensuring automobile access to the cultural institutions in the Golden Gate Park Concourse area, including the M.H. de Young Memorial Museum and the California Academy of Sciences (“CAS”), have been addressed by the construction of an underground parking garage in the Concourse area pursuant to the aforementioned Proposition J.*

(5) *In 2007, with the enactment of Ordinance No. 271-07, the City extended this program of Sunday road closures to also cover Saturdays, to provide more opportunities for the public to engage in recreation and due to the need to ensure the safety and protection of persons who would use these roads during the closures.*

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(b) **Restrictions on Private Vehicles.** *The Recreation and Park Department is authorized to restrict private vehicles from the following streets in Golden Gate Park: JFK Drive, between Kezar Drive and Transverse Drive; Conservatory Drive East, between Arguello Boulevard and JFK Drive; Pompeii Circle, entire length of street; Conservatory Drive West, between JFK Drive and 500 feet northeast of JFK Drive; 8th Avenue, between Fulton Street and JFK Drive; Music Concourse Drive, between JFK Drive and Bowl Drive; Hagiwara Tea Garden Drive, between JFK Drive and Bowl Drive; Stow Lake Drive,*

between JFK Drive and Stow Lake Drive East; Middle Drive West, between Overlook Drive and a gate 200 feet west of Overlook Drive; Middle Drive West, between Metson Road and a gate 675 feet east of Metson Road; Bernice Rodgers Way, between JFK Drive and Martin Luther King Jr. Drive (“MLK Drive”); and MLK Drive, between Lincoln Way and Chain of Lakes Road. The Recreation and Park Department is also authorized to convert MLK Drive from Chain of Lakes Drive to Sunset Boulevard from two-way traffic to one-way traffic in the eastbound direction; and Middle Drive West from Metson Road to MLK Drive from two-way traffic to one-way traffic in the westbound direction. There is hereby established a protected two-way bicycle lane (Class IV) on the east side of Transverse Drive from JFK Drive to Overlook Drive, and a one-way westbound bicycle lane (Class II) on the north side of MLK Drive between Middle Drive and Sunset Boulevard. A map depicting these street closures and traffic restrictions is on file with the Clerk of the Board of Supervisors in File No. 220261, the file for Ordinance No. 74-22, and is incorporated herein by reference.

(c) *The Recreation and Park Department shall include on its website a map depicting the streets subject to the street closures and traffic restrictions authorized in subsection (b), and such other information as it may deem appropriate to assist the public; and shall provide advance notice of any changes to these street closures or traffic restrictions to residents and owners of property abutting those streets.*

(d) *The voters urge the Recreation and Park Department to pursue the remaining aspects of the Golden Gate Park Access and Safety Program, including but not limited to the associated parking, loading, and traffic modifications, improved shuttle service, paratransit van service, accessible parking spots, delivery access for the DeYoung Museum, and bicycle connectivity, and authorizes the Recreation and Park Department to implement the Program with adjustments as it deems necessary.*

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(1) *Disability access to Golden Gate Park shall comply with the Americans with Disabilities Act and the Golden Gate Park Revitalization Act of 1998.*

(2) *All vehicular access points to the areas of closure shall contain directional signage that describes all access points and accessible surface parking areas for people with disabilities and provides directions to the underground parking facility in the Music Concourse. Signage also shall include telephone and TTY/TDD contact numbers where callers can obtain information on disability access.*

(3) *The Recreation and Park Department, in consultation with the San Francisco Municipal Transportation Agency, Fine Arts Museums of San Francisco, California Academy of Sciences, Golden Gate Park Concourse Authority, and Mayor’s Office on Disability, shall maintain at least the following disability access measures:*

(A) *A total of at least 92 accessible parking spaces east of Transverse Drive, of which 20 spaces shall be in the Bandshell parking lot.*

(B) *Assigned passenger loading zones for people with disabilities and others, in the Music Concourse in front of the California Academy of Sciences and the de Young Museum.*

(C) *An authorized intra-park transit shuttle that is accessible and operates frequently on the closed sections of JFK Drive, additional accessible parking spaces, and additional signed drop-off zones for people with disabilities outside of the area of closure.*

(f) **Exempt Motor Vehicles.** *The following motor vehicles are exempt from the restrictions in subsection (b):*

(1) *Emergency vehicles, including but not limited to police and fire vehicles.*

(2) *Official City, State, or federal vehicles, or any other authorized vehicle, being used to perform official City, State, or federal business pertaining to Golden Gate Park or any property or facility therein, including but not limited to public transit vehicles, vehicles of the Recreation and Park Department, and construction vehicles authorized by the Recreation and Park Department.*

(3) Authorized intra-park transit shuttle buses, paratransit vans, or similar authorized vehicles used to transport persons within Golden Gate Park.

(4) Vehicles authorized by the Recreation and Park Department in connection with permitted events.

(5) Vehicle deliveries to the de Young Museum loading dock. Such vehicles shall have unimpeded access to the Museum's loading dock from John F. Kennedy Drive through the road closure area. The de Young Museum may use the existing closure protocols to provide for unencumbered delivery access to its loading dock and maintain safety of individuals within the road closure area. The Museum and the Recreation and Park Department shall evaluate such protocols and delivery activities on a regular basis to ensure that adequate delivery access and public safety are maintained, and if necessary, shall institute additional or modified methods that ensure adequate delivery access to the Museum and public safety.

(g) **Emergency Authority.** The General Manager of the Recreation and Park Department shall have the authority to allow traffic on roads that would otherwise be closed in accordance with this Section 6.12 in circumstances which in the General Manager's judgment constitute an emergency such that the benefit to the public from the street closure is outweighed by the traffic burden or public safety hazard created by the emergency circumstances.

(h) **Promotion of the General Welfare.** In enacting and implementing this Section 6.12, the City is assuming an undertaking only to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation for breach of which it is liable in money damages to any person who claims that such breach proximately caused injury.

(i) **Severability.** If any section, subsection, sentence, clause, phrase, or word of this Section 6.12 or any application thereof to any person or circumstance, is held to be invalid or unconstitutional by a decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions or applications of Section 6.12. The voters hereby declare they would have passed this Section 6.12 and each and every section, subsection, sentence, clause, phrase, and word not declared invalid or unconstitutional without regard to whether any other portions of Section 6.12 or application thereof would be subsequently declared invalid or unconstitutional.

(j) **Amendment.** The Board of Supervisors may by ordinance amend or repeal this Section 6.12 by a majority vote.

Section 3. Conflicting Measures. This ordinance is intended to be comprehensive. It is the intent of the people of the City and County of San Francisco that in the event that this measure and one or more other measures regarding the regulation of streets and roadways within the jurisdiction of the Recreation and Park Department, including but not limited to measures concerning authority over and vehicular access to John F. Kennedy Drive, Martin Luther King Jr. Drive, Bernice Rogers Way and/or the Great Highway, shall appear on the same ballot, the provisions of the other measure or measures shall be deemed to be in conflict with this measure. In the event that this measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and all provisions of the other measure or measures shall be null and void. If this measure is approved by a majority of the voters but does not receive a greater number of affirmative votes than any other measure appearing on the same ballot regarding the regulation of streets and roadways within the jurisdiction of the Recreation and Park Department, including but not limited to measures concerning authority over and vehicular access to John F. Kennedy Drive, Martin Luther King Jr. Drive, Bernice Rogers Way and/or the Great Highway, this measure shall take effect to the extent not in conflict with said other measure or measures. For the avoidance of doubt, this measure is not intended to conflict with a measure on the same ballot regarding regulation of the Golden Gate Park Concourse Underground Parking Facility and the Golden Gate Park Concourse Authority.