

FROM: Howard Chabner, Victoria Bruckner, Richard Skaff and Patricia Arack

TO:

Angela Calvillo, Clerk of the Board
San Francisco Board of Supervisors
City Hall, Room 244
San Francisco, California 94102

FILED ELECTRONICALLY BY EMAIL TO: bos.legislation@sfgov.org and
lauren.bihl@sfgov.org

DATE: April 6, 2022

**RE: SF PLANNING DEPARTMENT CEQA Exemption Determination, Case No.
2021-010167ENV (“Golden Gate Park Access & Safety Program”)**

NOTICE OF APPEAL OF CEQA EXEMPTION DETERMINATION

PLEASE TAKE NOTICE that Howard Chabner, Victoria Bruckner, Richard Skaff and Patricia Arack (“Appellants”) hereby appeal to the San Francisco Board of Supervisors the CEQA Exemption Determination of the San Francisco Planning Department, Case No. 2021-010167ENV, dated March 10, 2022, and all actions implementing the Recreation and Parks Department (“RPD”) and San Francisco Municipal Transportation Agency (“SFMTA”) Golden Gate Park Access & Safety Program (the “Project”), under the claim of an exemption from the California Environmental Quality Act (“CEQA”) under Public Resources Code 21080.25. (See EXHIBIT A: SF Planning Department CEQA Exemption Determination, Case No. 2021-010167 ENV.)

See EXHIBIT B: RPD Commission Resolution No. 0506-010, June 16, 2005, regarding a vehicular circulation plan for visitors to the Music Concourse in Golden Gate Park; EXHIBIT C: RPD Commission Resolution No. 2203-001, March 10, 2022, approving the Project; and EXHIBIT D: SFMTA Board Resolution No. 220310-020, March 10, 2022, approving the Project.

This appeal concerns the Planning Department’s decision not to conduct an environmental review to assess and mitigate the substantial adverse environmental impacts that will result from the proposed road closures, both partial and in whole, in Golden Gate Park. This environmental review is required by CEQA (Pub. Resources Code, § 21000 et seq.) and the CEQA Guidelines (“Guidelines;” Cal. Code Regs., tit. 14, § 15000 et seq.), and federal statutes and regulations including NEPA and NHPA. The Project also violates other federal, state, and local laws that require environmental review and strictly regulate road closures and park closures. (See, e.g., Cal. Vehicle Code, § 21100 et seq.; S.F. Park Code, § 3.03.) Collectively, these laws require the City to maintain fair and equitable access to its parks through established public rights of way.

The Project proposes restricting private vehicle access on certain streets and street segments within Golden Gate Park, modifying some two-way street segments into one-way traffic, implementing a protected two-way bikeway on the east side of a segment of Transverse Drive, and implementing a one-way westbound bike lane on a segment of Martin Luther King Jr. Drive. The Project would remove approximately 976 general unmetered parking spaces, and precisely 26 blue zones and two tour bus zones over almost 3 miles of roadway.

CEQA requires public agencies to disclose and analyze adverse environmental impacts of projects before approving those projects. “[I]t is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects.” (Pub. Resources Code, § 21002.) CEQA is “intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.” (*Ibid.*)

When reviewing whether a project will have adverse environmental impacts, public agencies must disclose, analyze and mitigate any environmental impacts on “human beings, either directly or indirectly.” (Pub. Resources Code, § 21083, subd. (b)(3); Guidelines, § 15065, subd. (a)(4).) California’s environmental justice statutes require CEQA to be applied in a manner that fairly and equitably considers potential disparate impacts on the basis of age, disability, or other protected characteristics. (Gov. Code, § 11135, subd. (a); *id.* at § 65040.12, subd. (e).)

RPD and SFMTA, and the San Francisco Planning Department, have taken the position that the Project is exempt from CEQA, and therefore they need not disclose, analyze, or mitigate the Project’s potential adverse environmental impacts. This approach is not consistent with CEQA and the CEQA Guidelines. An appropriate CEQA document must disclose, analyze, and mitigate the Road Closure’s potential adverse impacts on the quality, accessibility, and character of all cultural and historic resources.

Additionally, the exemption claimed, per Public Resources Code 21080.25, does not even apply to the Project. Since this is an exemption created by a statute, the Project must comply with the exemption guidelines provided under Public Resources Code 21080.25. Under Public Resources Code 21080.25, an exemption may be granted for the following:

Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, “bicycle facilities” include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.

The Project does not comply with the definition provided above of new pedestrian and bicycle facilities. The complete closure of streets, partially or in whole, is different from the creation of bikeways and pedestrian walkways. In the case of John F. Kennedy Drive East, specifically, the Project proposes permanently closing this road to private car traffic,

even though the proposed area of closure has long had 6-foot-wide pedestrian walkways and protected bike lanes. In fact, the bike lanes on both sides of John F. Kennedy Drive East were redesigned by SFMTA in 2012 to become San Francisco's first parking-protected bikeway. (See Exhibit E.) And merely adding bicycle sharing facilities is not sufficient to qualify for an exemption – otherwise, many large projects with significant environmental impacts would be rendered exempt by the simple addition of a bicycle sharing facility. The Project does not fit within the narrowly construed definitions and provisions in Section 21080.25 and therefore does not qualify for that exemption.

Furthermore, while RPD, SFMTA, and the San Francisco Planning Department have claimed that the Project qualifies for a Statutory Exemption, per Public Resources Code Section 21080.25, the Project has significant impacts on a historic resource. Golden Gate Park is listed in the National Register of Historic Places, and several key contributing historic structures within the park are accessed through John F. Kennedy Drive, which is proposed to be permanently closed to private vehicles as part of the Project. As will be explained in further briefing on this Appeal, and/or already voiced in public comment to SFMTA and RPD, the Project will have other significant impacts, it is not exempt from CEQA, and it requires an Environmental Impact Report ("EIR") under CEQA, and an EIS under federal law.

Among the adverse environmental impacts are significantly increased traffic, congestion, noise, and vehicle emissions on the nearby streets. Appellant Howard Chabner has lived on Fell Street since 1988 and has observed significantly increased traffic, congestion, noise, and vehicle emissions on Fell Street since the eastern part of JFK Drive has been closed to motor vehicles.

Appellants will submit further briefing and comment on or before the scheduled hearing date on this appeal.

Date: April 6, 2022



APPELLANT: HOWARD CHABNER

ADDITIONAL SIGNATURES OF APPELLANTS ARE ON THE FOLLOWING SEPARATE PAGES

cc: Environmental Review Officer, San Francisco Planning Department

Attachments:

EXHIBIT A: San Francisco Planning Department CEQA Exemption Determination, Case No. 2021-010167ENV. (Please note, this document was not publicly available until the joint meeting of the RPD Commission and SFMTA Board of Directors on March 10, 2022.)

EXHIBIT B: RPD Commission Resolution No. 0506-010, June 16, 2005 regarding a vehicular circulation plan for visitors to the Music Concourse in Golden Gate Park

EXHIBIT C: RPD Commission Resolution No. 2203-001, March 10, 2022 approving the Project

EXHIBIT D: SFMTA Board Resolution No. 220310-020, March 10, 2022 approving the Project

EXHIBIT E: SFMTA JFK Drive Protected Bikeways Project, Spring 2012

NOTICE OF APPEAL OF STATUTORY EXEMPTION DETERMINATION

**SF PLANNING DEPARTMENT Statutory Exemption No. 2021-010167ENV
["Golden Gate Park Access & Safety Program"]**

Date: April 6, 2022

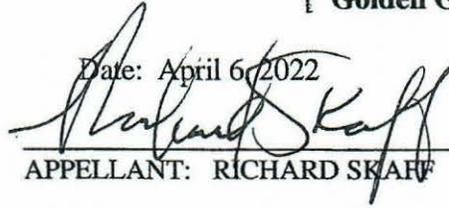
Victoria Bruckner

APPELLANT: VICTORIA BRUCKNER

NOTICE OF APPEAL OF STATUTORY EXEMPTION DETERMINATION

**SF PLANNING DEPARTMENT Statutory Exemption No. 2021-010167ENV
["Golden Gate Park Access & Safety Program"]**

Date: April 6, 2022

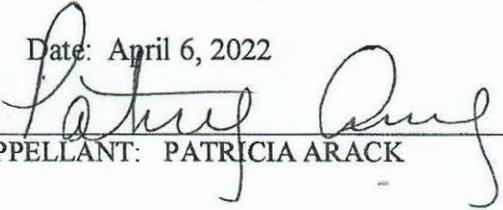
 4/5/22

APPELLANT: RICHARD SKAFF

NOTICE OF APPEAL OF STATUTORY EXEMPTION DETERMINATION

**SF PLANNING DEPARTMENT Statutory Exemption No. 2021-010167ENV
["Golden Gate Park Access & Safety Program"]**

Date: April 6, 2022


APPELLANT: PATRICIA ARACK



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
Golden Gate Park Access & Safety Program		
Case No.		Permit No.
2021-010167ENV		
<input checked="" type="checkbox"/> Addition/Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>The San Francisco Recreation and Parks Department (RPD) and the Municipal Transportation Agency (MTA) request that the RPD Board and MTA Board adopt a Resolution of Support to encourage the Board of Supervisors to adopt the Golden Gate Park Access & Safety Program. The proposed improvements would restrict private vehicle access on certain streets and street segments within the Park, modify some two-way street segments into one-way traffic to accommodate pedestrian and bicycle access, implement a protected two-way bikeway on the east side of a segment of Transverse Drive, and implement a one-way westbound bike lane on a segment of MLK Jr Drive. To facilitate these changes the project would remove approximately 976 general unmetered parking spaces, and precisely 26 blue zones and two tour bus zones over almost 3 miles of roadway.</p> <p>Please see the Golden Gate Park Access & Safety Program project description and drawings (Case No. 2021-010167ENV) for a more detailed description of the project.</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p>
<input checked="" type="checkbox"/>	<p>Other _____ Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached Senate Bill 288 Eligibility Checklist</p>
<input type="checkbox"/>	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment.

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? <i>(refer to the Environmental</i></p>
<input type="checkbox"/>	<p>Hazardous Materials: <input type="checkbox"/> Maher or <input type="checkbox"/> Cortese Is the project site located within the Maher area or on a site containing potential subsurface soil or groundwater contamination and would it involve ground disturbance of at least 50 cubic yards or a change of use from an industrial use to a residential or institutional use? Is the project site located on a Cortese site or would the project involve work on a site with an existing or former gas station, parking lot, auto repair, dry cleaners, or heavy manufacturing use, or a site with current or former underground storage tanks? <i>if Maher box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant.</i> Note that a categorical exemption shall not be issued for a project located on the Cortese List</p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities? Would the project involve the intensification of or a substantial increase in vehicle trips at the project site or elsewhere in the region due to autonomous vehicle or for-hire vehicle fleet maintenance, operations or</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to the Environmental Information tab on https://sfplanningqis.org/PIM/)</i> If box is checked, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? <i>(refer to the Environmental Information tab on https://sfplanninggis.org/PIM/)</i> If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic Hazard: <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? <i>(refer to the Environmental Information tab on https://sfplanninggis.org/PIM/)</i> If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Please see attached SB288 Eligibility Checklist</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)	
<input checked="" type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input checked="" type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Reclassification of property status. (Attach HRER Part I) <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other (specify): <input type="checkbox"/> Reclassify to Category C (No further historic review)
<input type="checkbox"/>	2. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
<input type="checkbox"/>	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. Work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> :
<input checked="" type="checkbox"/>	9. Work compatible with a historic district (Analysis required): PLEASE SEE ATTACHED
<input type="checkbox"/>	10. Work that would not materially impair a historic resource (Attach HRER Part II).
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input checked="" type="checkbox"/>	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature: Charles Enchill	

STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input checked="" type="checkbox"/>	No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: Approval via a majority YES vote of Board of Supervisors	Signature: Lauren Bihl
		03/10/2022
<p>Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link. Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.</p>		

Step 5: #9 Work Comopatile With a Historic District Analysis

The access and safety work does not result in permanent changes to the physical environment, and are limited to the traffic management of vehicles and pedestrians within existing roadways. Including moveable barriers (concrete or water-filled) and gates, re-striping of roadways, and the "removal" of some on-street parking within Golden Gate Park. None of the work has the ability to impair historic resources as there will be no demolition to physical road layout or features.

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- | | |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code; |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312; |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)? |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

If at least one of the above boxes is checked, further environmental review is required

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- | | |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can

Planner Name:

Date:



Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25

Date of Preparation: March 10, 2022
Record No.: 2021-010167ENV, **Golden Gate Park Access & Safety Program**
Project Sponsor: City and County of San Francisco
Staff Contact: Lauren Bihl, Planning Department, lauren.bihl@sfgov.org, (628) 652-7498
Andrea Contreras, San Francisco Municipal Transportation Agency
Chava Kronenberg, San Francisco Municipal Transportation Agency
Jordan Harrison, San Francisco Recreation and Parks Department
Tucker Steven, San Francisco Recreation and Parks Department

PROJECT DESCRIPTION

The San Francisco Recreation and Parks Department (RPD) and the Municipal Transportation Agency (MTA) request that the RPD Board and MTA Board adopt a Resolution of Support to encourage the Board of Supervisors to adopt the Golden Gate Park Access & Safety Program. The proposed improvements would restrict private vehicle access on certain streets and street segments within the Park, modify some two-way street segments into one-way traffic to accommodate pedestrian and bicycle access, implement a protected two-way bikeway on the east side of a segment of Transverse Drive, and implement a one-way westbound bike lane on a segment of MLK Jr Drive. To facilitate these changes the project would remove approximately 976 general unmetered parking spaces, and precisely 26 blue zones and two tour bus zones over almost 3 miles of roadway.

Please see the Golden Gate Park Access & Safety Program project description and drawings (Case No. 2021-010167ENV) for a more detailed description of the project.

Constructed by: Contracted through:
 Public Works Public Works
 SFMTA SFMTA

SB288 ELIGIBILITY CHECKLIST

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b) The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, “bicycle facilities” include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
<input type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
<input type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
<input type="checkbox"/>	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
<input type="checkbox"/>	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
<input type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
<input type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
<input type="checkbox"/>	(9) A project carried out by a city or county to reduce minimum parking requirements.

(continued on the following page)

Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)	
The project must meet all the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) A public agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project is located in an urbanized area.
<input checked="" type="checkbox"/>	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
<input checked="" type="checkbox"/>	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(5) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(6) The project would not exceed one hundred million dollars (\$100,000,000) in 2020 United States dollars. ¹
¹ If the project exceeds \$100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	

Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d)	
In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input type="checkbox"/>	(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce. (2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. (B) Subparagraph (A) does not apply if any of the following requirements are met: (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement. (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021. (iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.
<input checked="" type="checkbox"/>	Not Applicable. The project would be constructed by SFMTA and Public Works Shops and would not require the use of contractors for labor.

ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

(1) “**Affordable housing**” means any of the following:

(A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.

(B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.

(C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

(2) “**Highway**” means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

(3) “**New automobile capacity**” means any new lane mileage of any kind other than sidewalks or bike lanes.

(4) “**Project labor agreement**” has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(5) “**Skilled and trained workforce**” has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

(6) “**Transit lanes**” means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

(7) “**Transit prioritization projects**” means any of the following transit project types on highways:

(A) Signal coordination.

(B) Signal timing modifications.

(C) Signal phasing modifications.

(D) The installation of wayside technology and onboard technology.

(E) The installation of ramp meters.

(F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.

(8) “**Very high occupancy vehicle**” means a vehicle with six or more occupants.

(9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. “Bikeway” means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:

(a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows

by motorists minimized.

(b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.

(d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

(10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”² This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.

² U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020

Golden Gate Park Access & Safety Program Project Description

Summary

San Francisco Recreation and Parks (RPD) proposes to make parking and traffic modifications within Golden Gate Park (“the Park”). The proposals for traffic changes are:

- twelve full street and street segments with restricted access, prohibiting private vehicles;
- two street segments converted to one-way direction for vehicular traffic; and
- two new bicycle facilities.

To facilitate the improvements, the project would remove approximately 976 general unmetered parking spaces, and precisely 26 blue zones and two tour bus zones over almost 3 miles of roadway.

Loading access would be maintained to the de Young Museum loading dock via John F. Kennedy (JFK) Drive and 8th Ave with a Park Ranger escort. Loading access to the Dahlia Dell would be maintained via Conservatory Drive West to JFK Drive to Pompeii Circle with Park Ranger escort. Muni access to the park would be provided via the 44 O’Shaughnessy with no change to the existing bus route or stops within the Park.

Background

Vehicle Access Prior to March 2020

As of early March 2020, the majority of the streets in the Park were open for all vehicle access; parking was restricted between 10PM and 6AM daily.



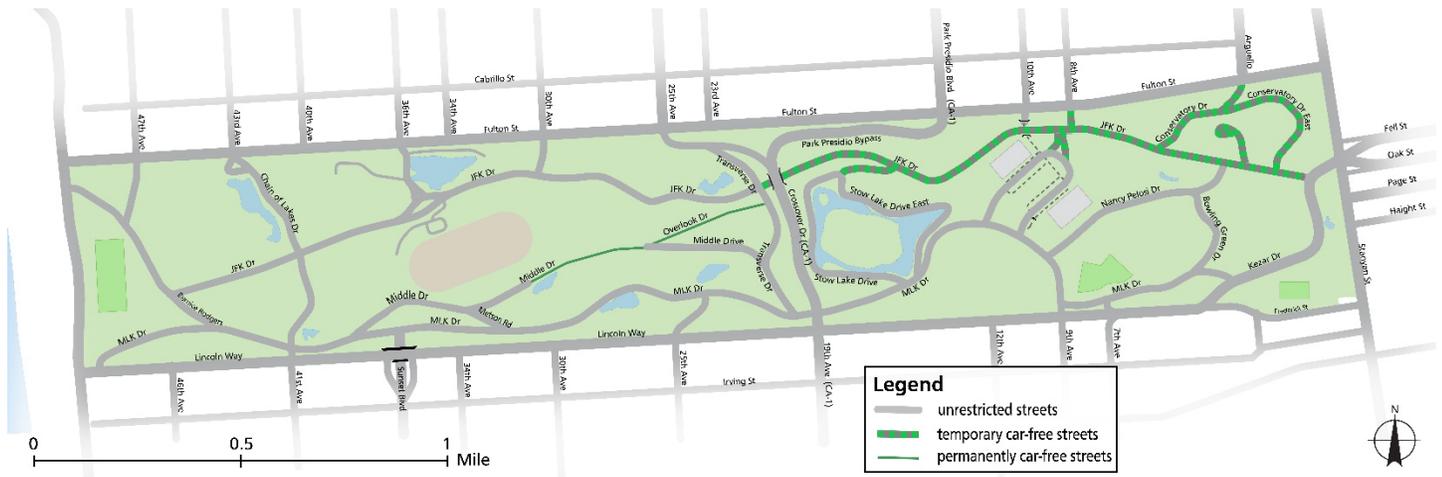
Figure 1 Streets under RPD jurisdiction in Golden Gate Park

Bowl Drive, Music Concourse Drive, and Hagiwara Tea Garden Drive in the Music Concourse had limited access for buses, taxis, and passenger pick-up and drop-offs. This circulation plan and current

traffic restrictions were adopted by the Board of Supervisors in August 2005 as part of the broader lease agreement with the Music Concourse Community Partnership (MCCP) and the construction of the underground garage facility through the Golden Gate Park Concourse Authority.

Other exceptions to vehicular access within the Park prior to March 2020 include street segments that are closed to motor vehicles on Sundays throughout the year and Saturdays from April to September:

- JFK Drive – Kezar Drive to Transverse Drive – every Sunday
- JFK Drive – Hagiwara Tea Garden Drive to Transverse Drive – Saturdays from April to September
- Conservatory Drive East – JFK Drive to Arguello Boulevard – every Sunday, and Saturdays from April to September
- Conservatory Drive West – JFK Drive and Arguello Boulevard – every Sunday, and Saturdays from April to September
- Arguello Boulevard – Fulton Street to Conservatory Drive West/East – every Sunday, and Saturdays from April to September
- Pompeii Circle – entire length of street – every Sunday
- 8th Avenue – Fulton Street to JFK Drive – every Sunday
- Hagiwara Tea Garden Drive – JFK Drive to Bowl Drive – every Sunday
- Music Concourse Drive – JFK Drive to Bowl Drive – every Sunday
- Stow Lake Drive – JFK Drive to Stow Lake Drive East – every Sunday, and Saturdays from April to September



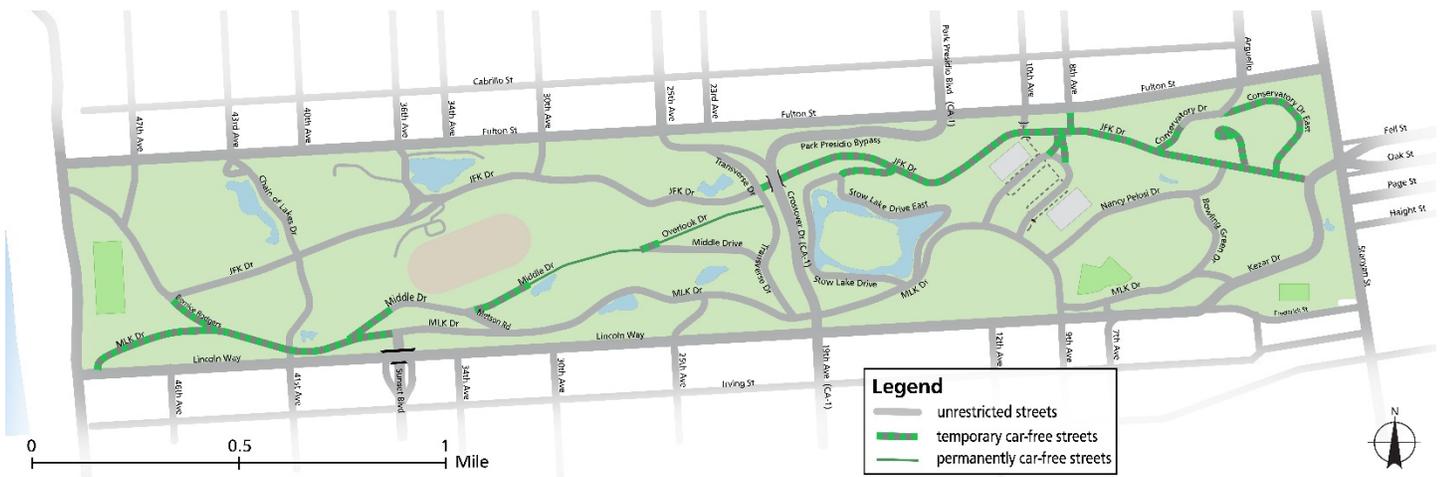
Since the introduction of Healthy Saturdays in 2007, the Fine Arts Museums with RPD has used a shared set of protocols related to use of the de Young loading dock on JFK Drive during street closures. It includes pre-arranging for deliveries and dock usage with the Park Rangers.

COVID-19 Local Emergency Vehicle Restrictions

On April 28, 2020, the Recreation and Park Department introduced private vehicle restrictions from Kezar Drive to Transverse Drive along JFK Drive due to the COVID-19 pandemic to offer more physical distancing space per public health guidelines. Streets and street segments that provided direct access to JFK Drive were also closed to private vehicles. In September 2020, the route was extended west from Transverse Drive to Lincoln Way along Overlook Drive, segments of Middle Drive West, Martin Luther King Drive (MLK Drive), and Bernice Rodgers Drive, creating a car-free route JFK across the length of the Park for people walking and biking.

In late August 2020, with the re-opening of museums and other Golden Gate Park institutions per health orders, and with the restoration of 44 O'Shaughnessy Muni bus service, additional traffic modifications were made to 8th Avenue, JFK Drive between de Young Museum loading dock and 8th Avenue, Music Concourse Drive, and Hagiwara Tea Garden Drive to allow for escorted truck delivery access and Muni vehicle access across the JFK Drive street closure.

Two access improvements were implemented in 2021: re-opening access from Arguello Boulevard to part of Conservatory Drive West and re-opening Nancy Pelosi Drive from Bowling Green Drive to JFK Drive. 1,000 feet of roadway was re-opened on Arguello Boulevard from Fulton to Conservatory Drive West and on Conservatory Drive West from Arguello Boulevard to a point approximately 500 feet west of Arguello near the Conservatory Drive West crosswalk at the restrooms. The re-opening provided adjacent parking to the Conservatory of Flowers. On the re-opened Nancy Pelosi Drive segment, three new blue zone parking spaces were installed at the intersection on JFK Drive on the east side (adjacent to the Tennis Center) to provide closer access to the Dahlia Dell and the Conservatory of Flowers.



In September 2021, the Golden Gate Park Access & Safety Program was initiated to improve access to the park for all users and to examine the public's needs and the effects of the private vehicle closures on other areas within the park and neighboring streets.

Existing Conditions (Pre-March 2020)

For purposes of environmental impact analysis under CEQA, the existing conditions described below are pre-pandemic conditions that reflect travel patterns before local and state shelter-in-place public health orders went into effect in March 2020 and projects that have completed environmental assessment prior to the application for this project.

Right of Way

The project area extends throughout Golden Gate Park, from JFK Drive at Kezar Drive to the intersection of MLK Drive and Lincoln Way and includes the following streets and street segments:

- JFK Drive, between Kezar Drive and Transverse Drive
- Pompeii Circle
- Conservatory Drive East, between Arguello Boulevard and JFK Drive
- Conservatory Drive West, between JFK Drive and 450' 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
- Transverse Drive, between Overlook Drive and JFK Drive
- Middle Drive West, between MLK Drive and Overlook Drive
- Bernice Rodgers Way, between JFK Drive and MLK Drive
- MLK Drive, between Lincoln Way and Sunset Boulevard

All the roads within the park are under the jurisdiction of the Recreation and Parks Department.

Traffic Circulation

People driving to Golden Gate Park access the Park from: JFK Drive/ Kezar Drive, Arguello Boulevard, 8th Avenue at Fulton Street, 10th Avenue at Fulton Street (garage entrance), MLK Drive at Kezar Drive, 7th Avenue at Lincoln Way, 9th Avenue at Lincoln Way, or along multiple access points on Fulton Street or Lincoln Way west of Crossover Drive. There is some non-park destination traffic that, pre-COVID, used JFK Drive and Nancy Pelosi Drive as a north-south route in addition to some east-west traffic that used 8th Avenue and JFK Drive to access the Fell and Oak streets couplet.

Figure 3 below shows the driving travel patterns at JFK Drive west of Nancy Pelosi Drive. These traffic counts collected over a three month span, September 2019 to November 2019. The highest volumes were observed in the morning and early evening (about 200 to 250 vehicles per hour).

Weekday Travel Routes to/from JFK Dr.

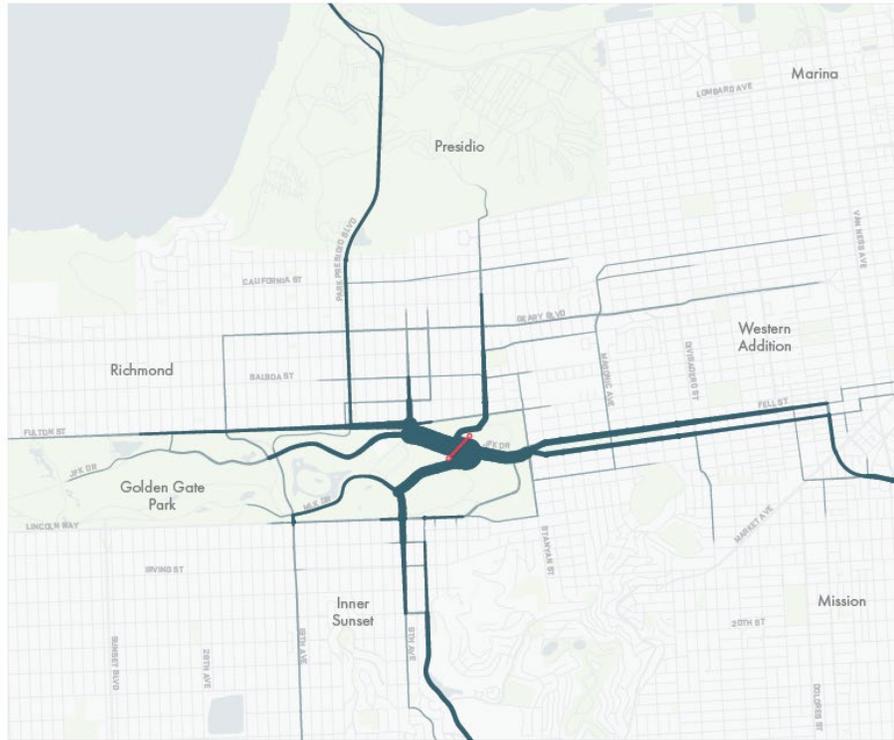


Figure 3 Vehicle Trips passing through the “screenline” on JFK Drive between Conservatory Drive West and Nancy Pelosi Drive. Note that this section of JFK Drive pre-COVID had the highest daily vehicle volumes—13,000 on weekdays and 9,000 on weekends.

For north-south vehicle travel, there are parallel travel routes including Park Presidio Bypass/ Crossover Drive/19th Avenue and Stanyan Street.

Weekday Vehicle Volumes

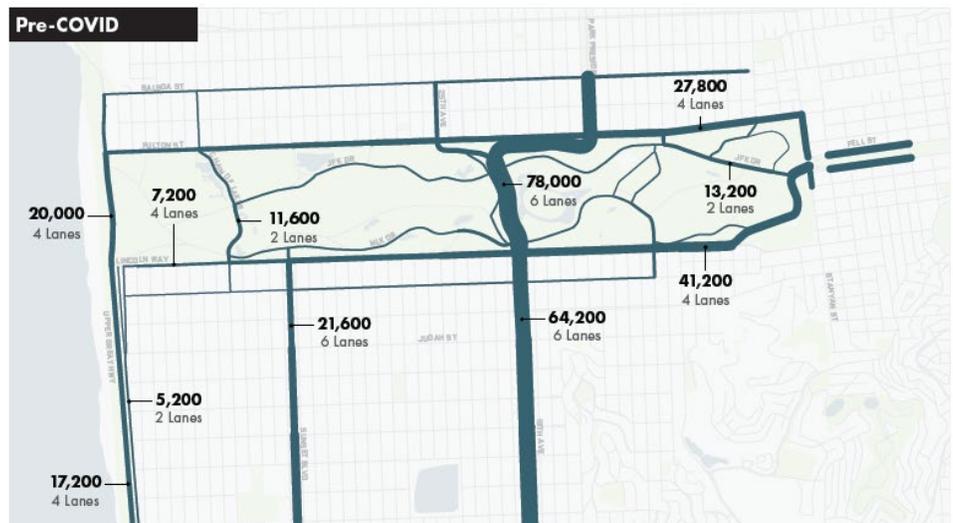
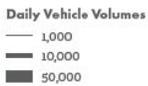


Figure 4 2019 daily weekday vehicle volumes on Golden Gate Park north-south connections

In the existing condition (2019), staff observed limited vehicle queues in the project area during weekdays, primarily on JFK Drive approaching 8th Avenue, Nancy Pelosi Drive, and Kezar Drive, and at Chain of Lakes Drive/MLK Drive intersection due to the all-way STOP intersections and the high pedestrian and bicycle volumes. Tour buses, Muni route 44 O’Shaughnessy, and delivery vehicles frequently use JFK Drive, MLK Drive, Hagiwara Tea Garden Drive, and Music Concourse Drive. Commercial vehicle use of park roads is prohibited, including JFK Drive, MLK Drive and Kezar Drive per Park Code Section 6.05. Commercial vehicles destined for park facilities are allowed.

The following streets in Golden Gate Park already restrict private access:

- Arguello Boulevard from Frederick St to Kezar Drive
- Middle Drive West from Overlook Drive to a gate 675 feet east of Metson Road
- Spreckels Lake Drive from 30th Ave to 980 feet east of 36th Ave.
- Overlook Drive from Transverse Drive to Middle Drive West

Pedestrian

There are miles of pedestrian paths throughout the park in addition to sidewalks along certain park roadways. Some of these paths accept bicycles, such as the south side of JFK Drive. Within the project limits, JFK Drive and 8th Avenue have sidewalks next to the roadway on both sides. Music Concourse Drive, Hagiwara Tea Garden Drive, Stow Lake Drive, Transverse Drive, MLK Jr Drive, Arguello Boulevard, and portions of Conservatory Drive West have a paved sidewalk on one side of the roadway.



Figure 5 Pedestrian injury collisions March 2015 to March 2020 in Golden Gate Park and Park entrances

Bicycles

JFK Drive has a class IV, protected bicycle lane facility, from Kezar Drive to Transverse Drive. Hagiwara Tea Garden Drive, Music Concourse Drive, and 8th Avenue all have designated Class II bicycle facilities. Class III sharrow pavement markings are on Conservatory Drive West and MLK Drive.

The JFK bikeway in addition to the Class I bike lane in the Panhandle are part of a major east-west bike corridor.



Figure 6 Bicycle injury collisions March 2015 to March 2020 in Golden Gate Park and Park entrances

Parking and Loading

In current conditions, there are an estimated 6,040 general parking spaces in Golden Gate Park. Additionally, there are 146 blue zones and two tour bus zones.

The majority of available parking in the Park is on-street, general unmetered parking, with time-limited (3-hour or 4-hour) parking on certain streets east of Transverse Drive. In addition, there are on-street blue zones (noted above), designated white passenger loading zones, surface parking lots, and off-street parking garages and loading docks. There is a general no parking requirement between 10PM and 6AM everyday within Golden Gate Park.



Figure 7 Blue Zones in Golden Gate Park

Transit and Intra-Park Shuttle Service

The 44 O'Shaughnessy is the only Muni route that provides direct access within Golden Gate Park. The only two Muni stops located within the park are on Hagiwara Tea Garden Drive and Music Concourse Drive.

The 5/5R Fulton Rapid and the 7 Haight/Noriega run along Fulton Street and Lincoln Way for the substantial length of the park, providing east-west transit service. The 33 Ashbury/18th Street, 18 46th Ave, 29 Sunset, 28 19th Ave, and 91 3rd St/19th Ave Owl provide north-south service adjacent to the park. The 66-Quintara terminates at the Park along Stanyan Street. Late night service is provided via the 5 Fulton, N Judah Owl, and 91 3rd St/19th Ave Owl.

Before March 2020, the following bus routes also ran adjacent to the park but are currently not running: NX Judah Express, 7X Noriega Express, 21 Hayes, and 28R 19th Ave Rapid. They are anticipated to return to service in Spring 2022.



Figure 8 March 2022 COVID Muni Service Map. Note the following routes that touch/cross the park are not currently running: NX, 7X, 21, and 28R as of March 2022.

There is a weekend park shuttle service that runs on JFK Dr within the park from the Haight Street at Stanyan Street in the east to Transverse Drive in the west, running smaller accessible buses at 15-minute frequency on weekends, and 20-minute frequency on weekdays. The current shuttle route also serves the Music Concourse, with stops at both museums.



Figure 9 March 2022 park shuttle route and shuttle stop locations, subject to change

Project Proposal

RPD proposes to make parking and traffic modifications within Golden Gate Park. The proposals for traffic changes are:

- twelve full street and street segments with restricted access, prohibiting private vehicles;
- two street segments converted to one-way direction for vehicular traffic; and
- two new bicycle facilities.

To facilitate the improvements, the project would remove approximately 976 general unmetered parking spaces, and precisely 26 blue zones and two tour bus zones over almost 3 miles of roadway.



Figure 10 Project proposal including vehicle restricted streets, bicycle facilities and one-way direction streets

Private Vehicle Restricted Streets

The project proposes restricting private vehicles on the following streets and street segments to improve bicycle and pedestrian safety:

- 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 MLK Drive
- MLK Drive, between Lincoln Way and Chain of Lakes Road

All of these roadways will continue to be open to bicycles, scooters, emergency vehicles, Paratransit vehicles, other vehicles as authorized by the RPD for park purposes, and park maintenance vehicles. Muni vehicles and the Golden Gate Park shuttle will be permitted to use streets on their respective assigned routes. Vehicles accessing the de Young Museum loading dock will be permitted to use 8th Avenue and JFK Drive for egress and ingress as needed and in coordination with Park Rangers; this is not a change from the pre-pandemic condition. Signage and barriers will be installed to clearly show the prohibited streets and prevent access from unauthorized users.

One-way streets

The proposal also includes parking and traffic modifications to change two street segments to one-way traffic. In these segments, one directional travel lane and parking will remain open for private vehicles to use, and one directional travel lane and parking spaces will be closed to allow pedestrian and bicycle safety improvements and to allow for full pedestrian access to that travel lane.

- MLK Drive, between Chain of Lakes Drive and Sunset Boulevard
- Middle Drive West, between MLK Drive and Metson Road

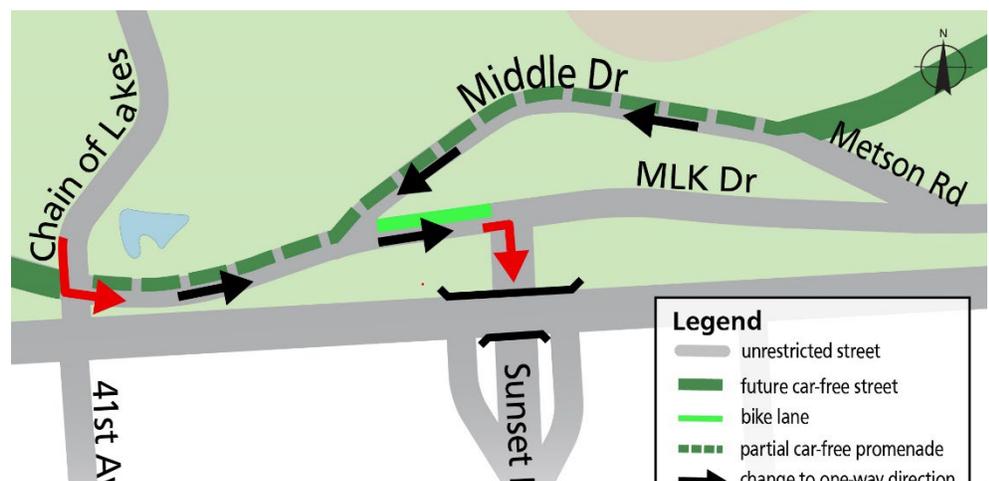


Figure 11 Project proposal and traffic circulation, MLK and Middle Dr from Chain of Lakes to Metson Road

On MLK Drive, between Chain of Lakes Drive and Sunset Boulevard, the project retains a single eastbound vehicle lane on the south side of the street, with barriers separating the restricted vehicle street segment on the north side of the street from the vehicle lane. This will allow for southbound vehicle trips accessing Sunset Boulevard from Chain of Lakes Drive or to continue east on MLK Drive. There will be no westbound vehicular traffic access between Sunset Boulevard and Chain of Lakes Drive; all westbound traffic from points east on MLK Drive will be required to make a left turn onto southbound Sunset Boulevard.

On Middle Drive West, between Metson Road and MLK Drive, the project retains a single westbound vehicle travel lane on the south side of the street, with barriers separating the restricted vehicle street segment on the north side of the street from the vehicle lane. Access to the Polo Fields parking lot will be retained via a marked entrance for vehicles. Parking spaces on the south side of Middle Drive West will be retained. At the intersection of Middle Drive West and MLK Drive, drivers would be required to make a left turn onto eastbound MLK Drive.

Partial closure streets would use concrete or natural barricades to delineate vehicle restricted street spaces from vehicular traffic lanes.

Bicycle facilities

The proposal includes a 150-foot two-way bikeway on the east side of Transverse Drive between Overlook Drive and JFK Drive. This proposal removes eight general unmetered parking on the east side of Transverse Drive between Overlook and JFK drives in order to create a Class IV protected two-way bikeway to provide safe connection between the car-free streets of Overlook Drive and JFK Drive.

A 550-foot Class II bikeway on the north side of MLK Dr between Middle Drive West and Sunset Blvd is proposed to keep a dedicated, safe westbound bike facility on MLK Jr Drive. It removes the existing condition of westbound vehicular traffic on this street segment but retains all eastbound vehicular traffic (as noted in the one-way streets section).

Parking and Loading Changes

The following parking spaces would be removed as a result of the street closures or partial street closures. Note that parking spaces along streets are unmarked and approximate in number. Spaces in parking lots and garages are marked by stalls and not approximate:

General Unmetered:

- 37 general unmetered parking spaces on Pompeii Circle (Dahlia Drive)
- 77 weekday three hour-general unmetered parking spaces on Conservatory Drive East
- 20 weekday three hour-general unmetered parking spaces on Conservatory Drive West
- 35 weekday three hour-general unmetered parking spaces on JFK Drive east of Nancy Pelosi Drive
- 127 weekday four hour-general unmetered parking spaces on JFK Drive between Nancy Pelosi Drive and 250 feet west of the midblock crosswalk at the Rose Garden

- 31 general unmetered parking spaces on Stow Lake Drive from JFK Drive to Stow Lake Drive East
- 151 general unmetered parking spaces on JFK Drive between Transverse and 250 feet west of the midblock crosswalk at the Rose Garden
- 8 general unmetered parking spaces on Transverse between JFK Drive and Overlook Drive
- 80 general unmetered parking spaces on Middle Drive West between Metson and Overlook Drive
- 58 general unmetered spaces on Middle Drive West between Metson and MLK Drive; northside
- 293 general unmetered parking spaces on MLK Drive from Middle Drive to Bernice Rodgers Way
- 59 general unmetered parking spaces on Bernice Rodgers Way between JFK Drive and MLK Drive

Blue Zones

- 26 blue zones in the Project area
 - 1 blue zone on Pompeii Circle at Dahlia Dell
 - 1 blue zone on JFK Drive at Pompeii Circle
 - 1 blue zone on JFK Drive at Nancy Pelosi
 - 1 blue zone on JFK Drive at Conservatory Drive West
 - 5 blue zones on JFK Drive at 8th Avenue
 - 6 blue zones on JFK Drive at Hagiwara Tea Garden Drive, north
 - 1 blue zone on JFK Drive at Hagiwara Tea Garden Drive, northwest
 - 3 blue zones on JFK Drive at 10th Avenue, north
 - 3 blue zones on JFK Drive at 10th Avenue, south
 - 1 blue zone on JFK Drive at the Rose Garden
 - 1 blue zone on JFK Drive at the 14th Avenue East Meadow
 - 1 blue zone on JFK Drive at Stow Lake Drive
 - 1 blue zone on Stow Lake Drive at the Log Cabin

Tour Bus Zones

- Two 100-foot-long tour bus white zones on JFK Drive east of Music Concourse Drive.

With the proposed street changes enacted, there remain approximately 3,900 unmetered parking spaces and 1,116 paid off-street parking spaces within the park (767 of these spaces are paid in the Music Concourse Garage). There would remain 120 ADA accessible blue-zone parking spaces within the park, 39 in paid parking garages/lots, and 81 free on-street and free parking lot spaces.

Loading access would be maintained to the De Young Museum loading dock via JFK Drive and 8th Ave with Park Ranger escort. Loading access to the Dahlia Dell would be maintained via Conservatory Drive West to JFK Drive to Pompeii Circle with Park Ranger escort. No other institutions have impacted loading access due to the proposed project.

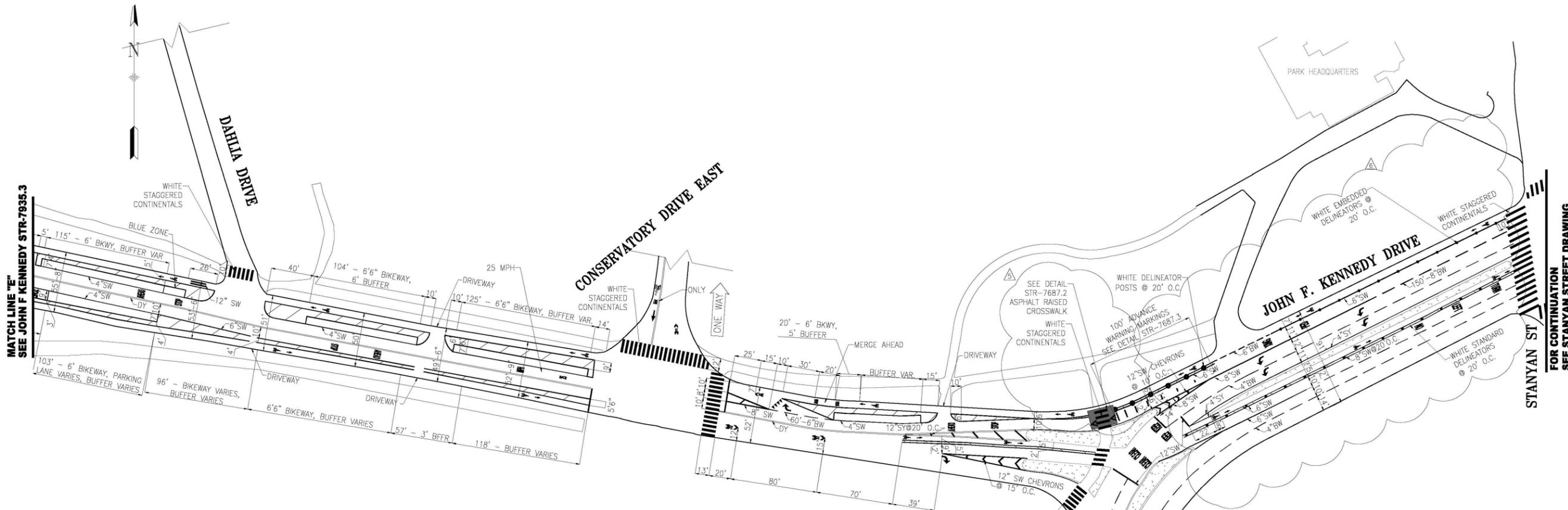
APPROVAL ACTION

The first approval of the project committing the City to carrying out the proposed project would be approval via a majority YES vote of Board of Supervisors.

ATTACHMENTS

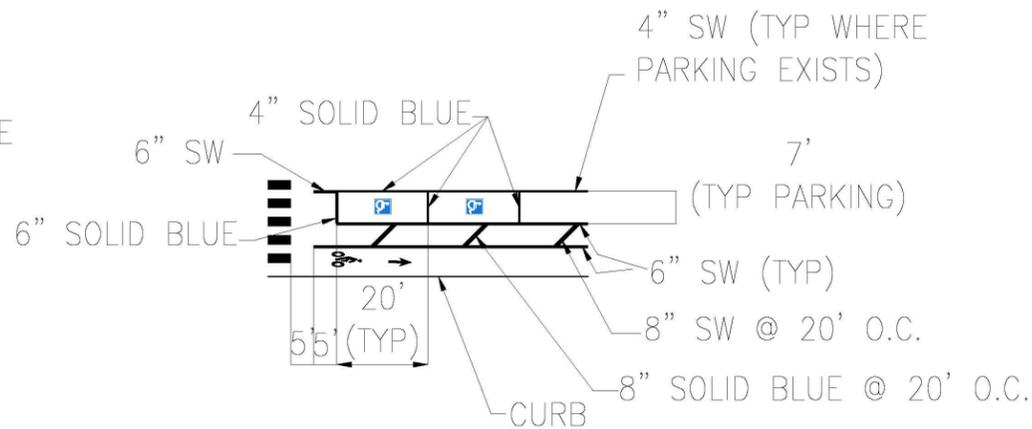
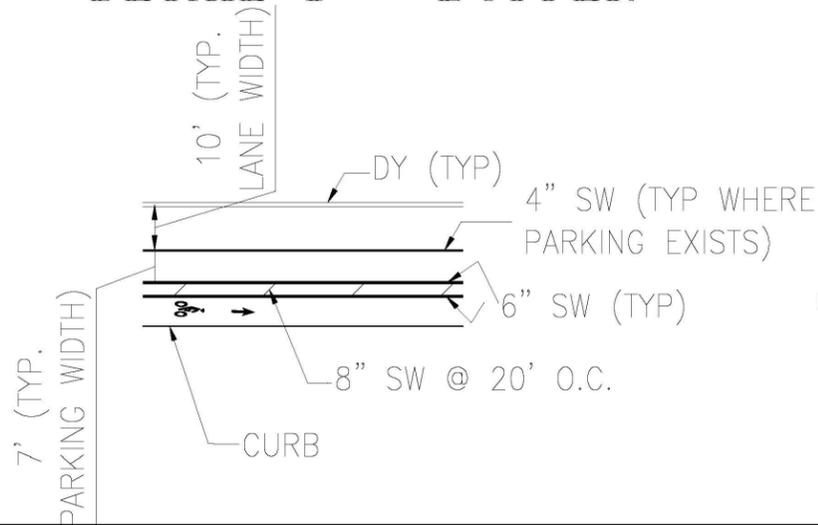
Existing Plans/Drawings

Proposed Plans/Drawings/Diagrams



DETAIL 1 - BUFFER

DETAIL 2 - BLUE ZONES



NO.	DATE	DESCRIPTION	BY	APP
1	MM/DD/20	ADDED WHITE DELINEATORS BETWEEN STANYAN & KEZAR	E.CHEN	M.SALLABERRY
2	7/18	INSTALL RAISED XWALK W/ ADVANCED WARNING AT KEZAR DRIVE	J.CHIMENTO	M.GROWNEY
3	09/26/17	PER FIELD: UPDATED CONSERVATORY DRIVE EAST; KEZAR STRIPING	J.CHIMENTO	M.GROWNEY
4	10/28/18	ADDED WHITE DELINEATORS AT JFK/KEZAR DR	S.SHARIATI	M.SALLABERRY
5	07/23/18	ADJUST WB KEZAR LIMIT LINE AT JFK, CL @ BIKE LANE	C.BECK	M.SALLABERRY
6	03/27/18	UPDATE PER FIELD-ADJUST BL & LANE WIDTH WB @ STANYAN ADD KEZAR STRIPING	D.YEUNG	B.WOOD

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



DRAWN: A.PICCAGLI		DATE: 3/12	
CHECKED: M.SALLABERRY		DATE: 3/12	

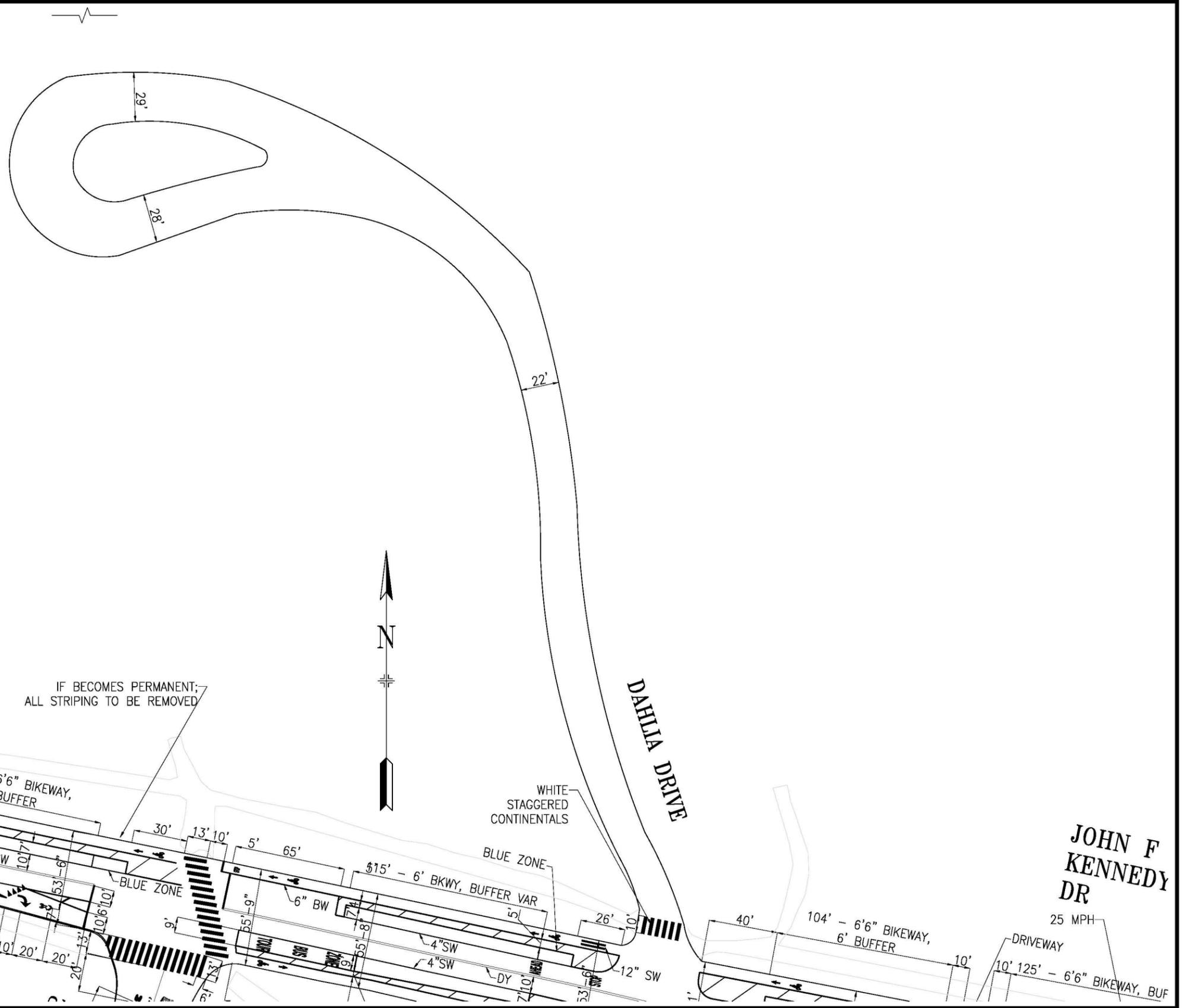
APPROVED: BRIDGET SMITH		DATE: 03/08/12	
APPROVED: RICARDO OLEA		DATE: 03/08/12	

SCALE: 1"=50'
SHEET/SHEETS: 5 OF 5

TRAFFIC STRIPING
 JOHN F. KENNEDY DRIVE
 BOWLING GREEN DRIVE TO STANYAN STREET

CONTRACT NO.	
DRAWING NO.	STR-7935.4
FILE NO.	
REV. NO.	6

EXTERNAL REFERENCES:
 FONTS USED:
 SCALE FACTOR:
 PLOT SCALE:
 ORIGIN:
 DATE:



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED	SCALE:
SENIOR ENGINEER	NTS
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	01 OF 01

DRAWN:	DATE:
I. TROUT	12/2021
CHECKED:	DATE:
	08/2003

APPROVED		SCALE:
SENIOR ENGINEER	DATE:	NTS
CITY TRAFFIC ENGINEER	DATE:	SHEET/SHEETS:
		01 OF 01

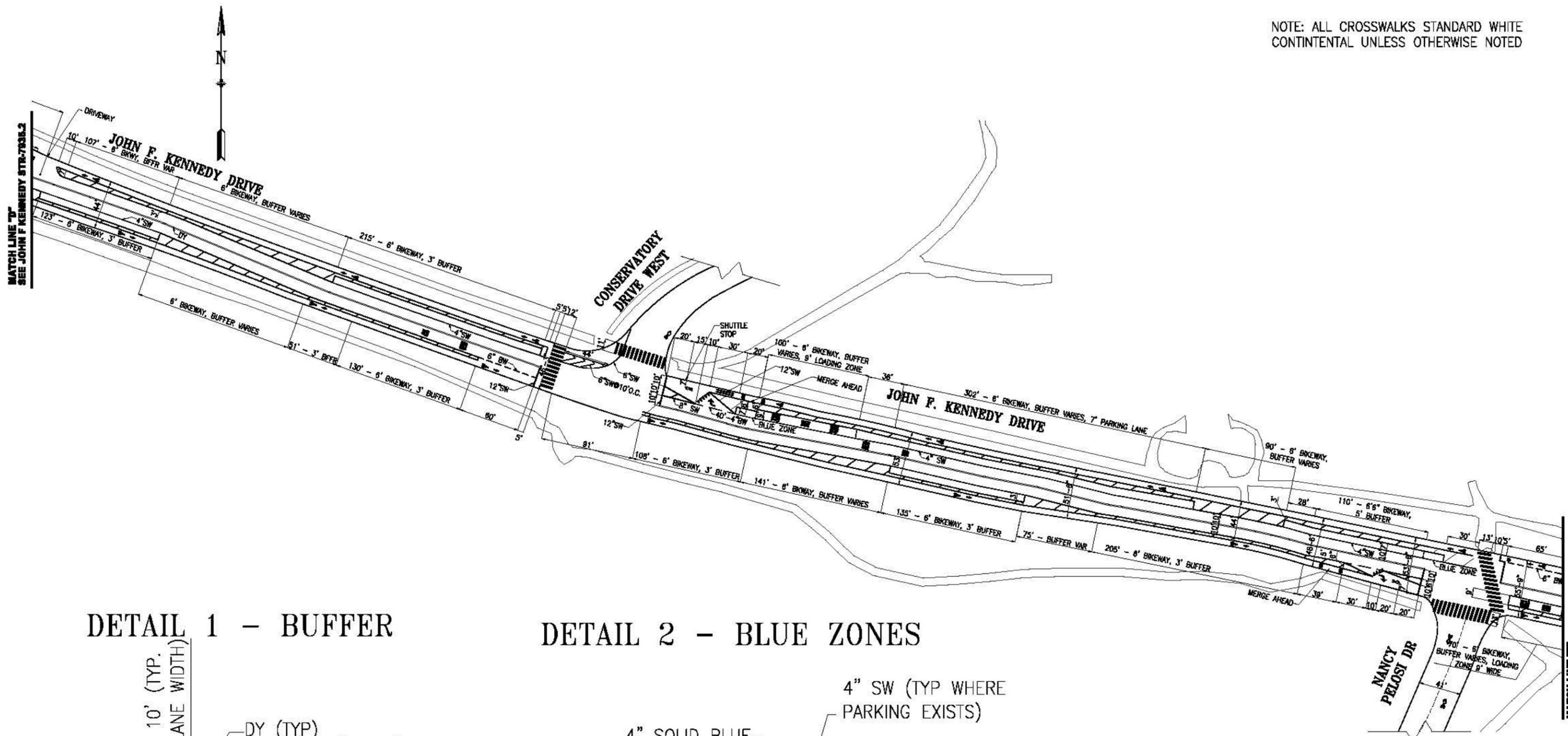
EXISTING TRAFFIC STRIPING

POMPEII CIRCLE (DAHLIA DRIVE)
JFK DRIVE TO TURNAROUND LOOP

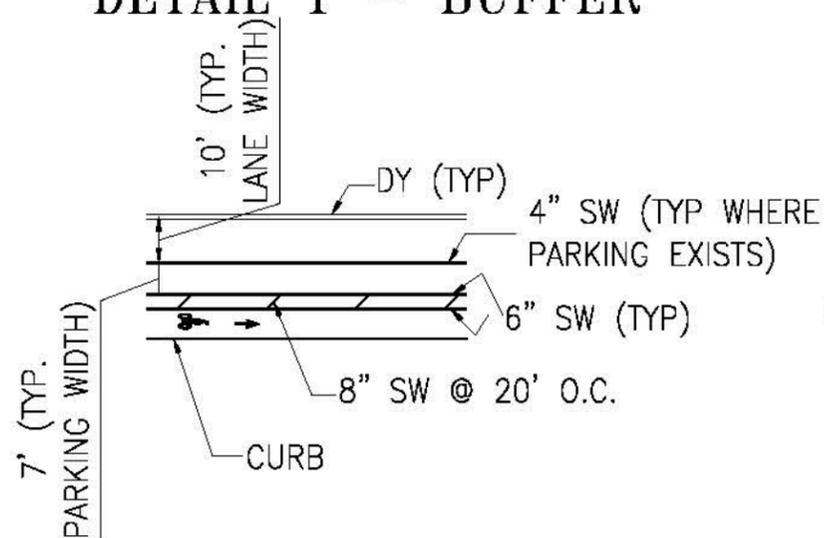
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
5

FILE NAME: ---/---/---
DATE: ---/---/---

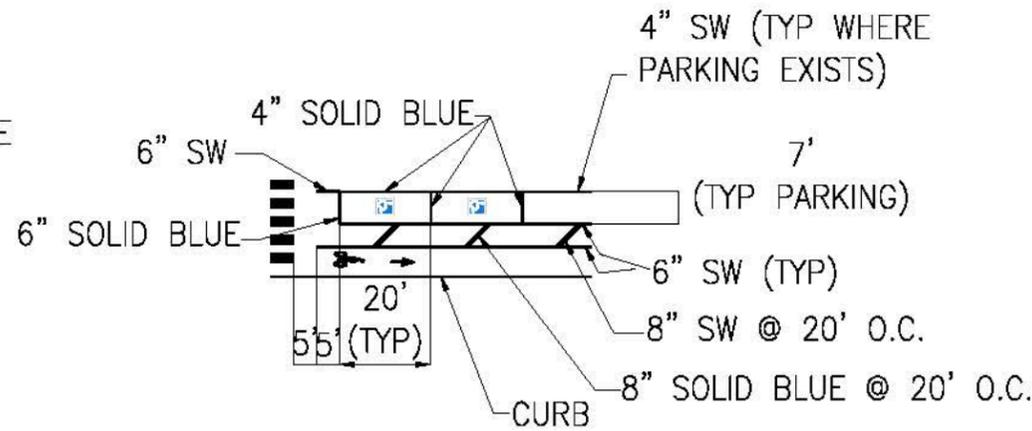
NOTE: ALL CROSSWALKS STANDARD WHITE CONTINENTAL UNLESS OTHERWISE NOTED



DETAIL 1 - BUFFER



DETAIL 2 - BLUE ZONES



MATCH LINE 'D'
 SEE JOHN F. KENNEDY STR-7935.2
 MATCH LINE 'E'
 SEE JOHN F. KENNEDY STR-7935.4
 EXTERNAL REFERENCES:
 FONTS USED:
 SCALE FACTOR:
 PLOT SCALE:
 FILE NAME:
 DATE:
 OPERATIONS

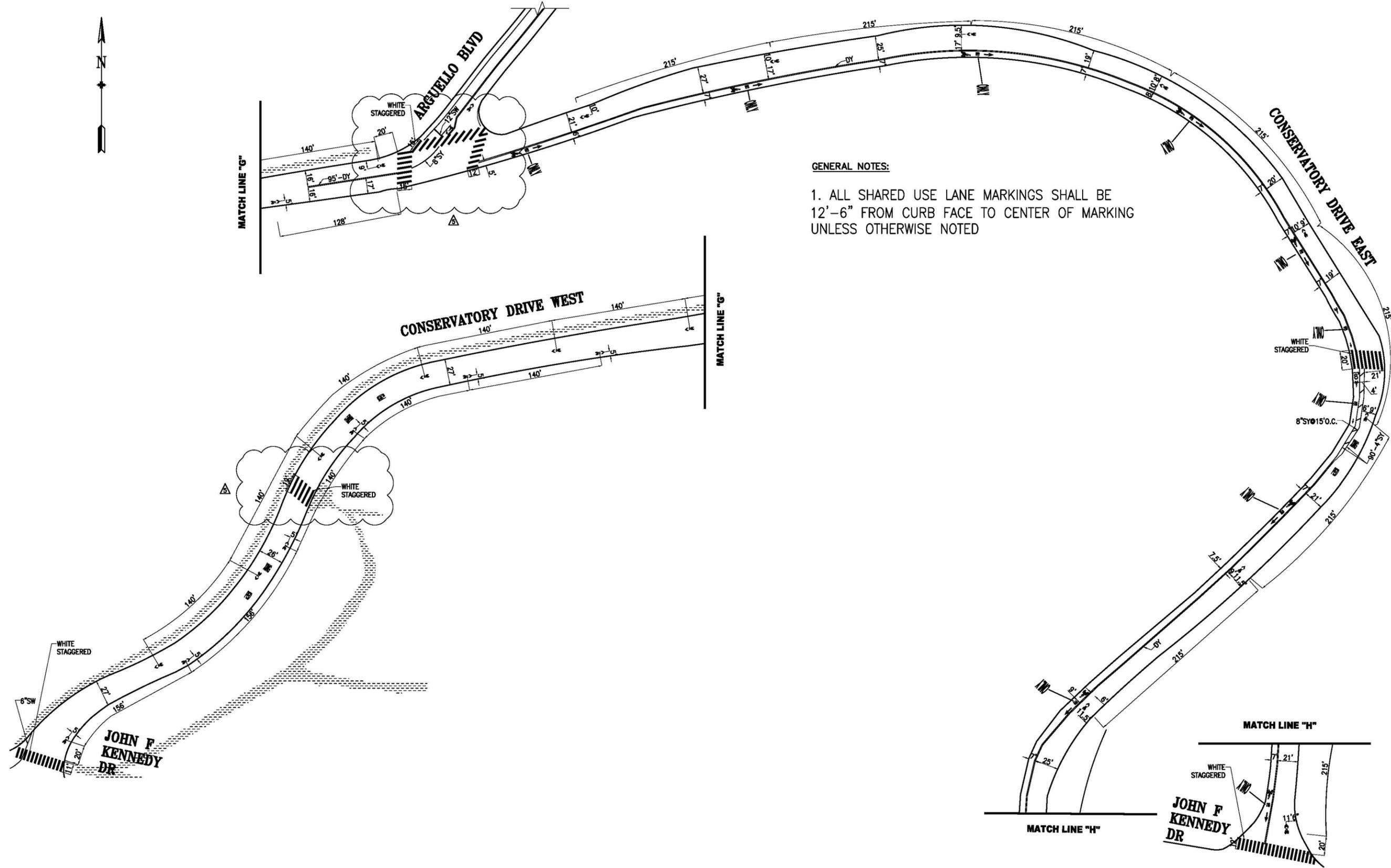
NO.	DATE	DESCRIPTION	BY	APP
12/04/17		ADD TURN GUIDANCE & BUFFER @ CONSERVATORY DR WEST. PER FIELD 4' BY & SHARROWS ON NANCY PELOSI. MOVE STOP AHEAD	J.CHIMENTO	M.CROWNEY
07/23/14		ADDED BIKE LANE MARKING AT CONSERVATORY WEST	C.BECK	M.SALLABERRY
07/09/12		IMPLEMENTED IN THE FIELD	A.PICCAGLI	M.SALLABERRY

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SUPERCEDES STR-7662.3		APPROVED	SCALE:
DRAWN:	DATE:	BRIDGET SMITH 03/08/12	1"=50'
A.PICCAGLI	3/12	SENIOR ENGINEER	
CHECKED:	DATE:	RICARDO OLEA 03/08/12	SHEET/SHEETS:
M.SALLABERRY	3/12	CITY TRAFFIC ENGINEER	4 OF 5

CONTRACT NO.	TRAFFIC STRIPING
DRAWING NO.	STR-7935.3
FILE NO.	
REV. NO.	2
JOHN F. KENNEDY DRIVE 6TH AVENUE TO BOWLING GREEN DRIVE	



GENERAL NOTES:

1. ALL SHARED USE LANE MARKINGS SHALL BE 12'-6" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED

NO.	DATE	DESCRIPTION	BY	APP
1	12/04/17	INSTALLED WHITE STAGGERED CONT'S @ MIDBLOCK XING & ARGUELLO	S.SHARIATI	K.E.LEUNG
2	12/04/17	WHITE STAGGERED CONT'S ON JFK; PER FIELD; UPDATE BIKE SYMBOLS	J.CHIMENTO	M.GROWNEY
3	10/25/12	REVISION TO STRIPING OF CONSERVATORY DR WEST, ARGUELLO XING AND JOHN F KENNEDY DR AND TERMINUS OF CONSERVATORY DR EAST; DASHED SHARROW MARKING IN MIDBLOCK AND CENTER TO BIKE STRIPS AND DASHED SHARROW CROSSING ENTER TURNING	C.AGUDELO	B.WOO
4	2/28/12	INSTALLED SHARROWS FROM ARGUELLO TO JFK	C.AGUDELO	D.R.CURTIS

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



DRAWN:	T.ABDALLAH	DATE:	08/2003
CHECKED:	T.FOLKS	DATE:	08/2003

APPROVED	THOMAS P. FOLKS 03/20/08	DATE:	03/20/08
CITY TRAFFIC ENGINEER	JACK L. FLECK 03/27/08	DATE:	03/27/08

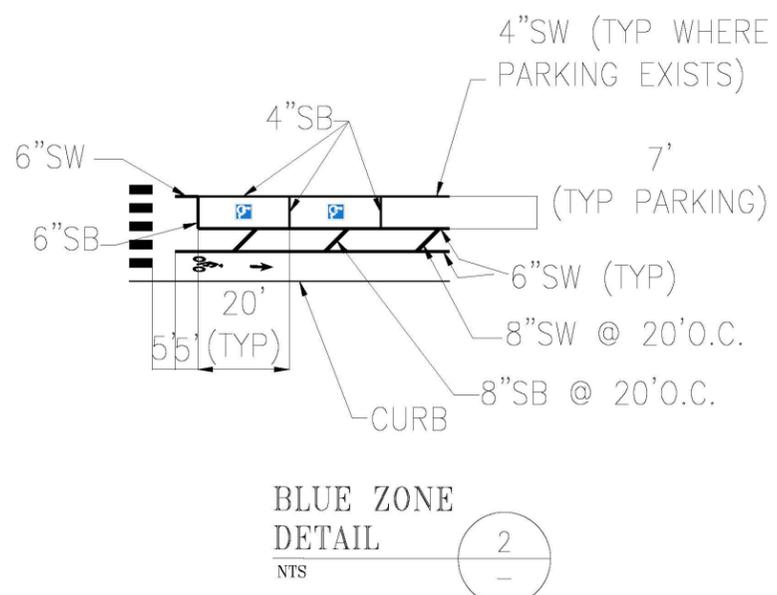
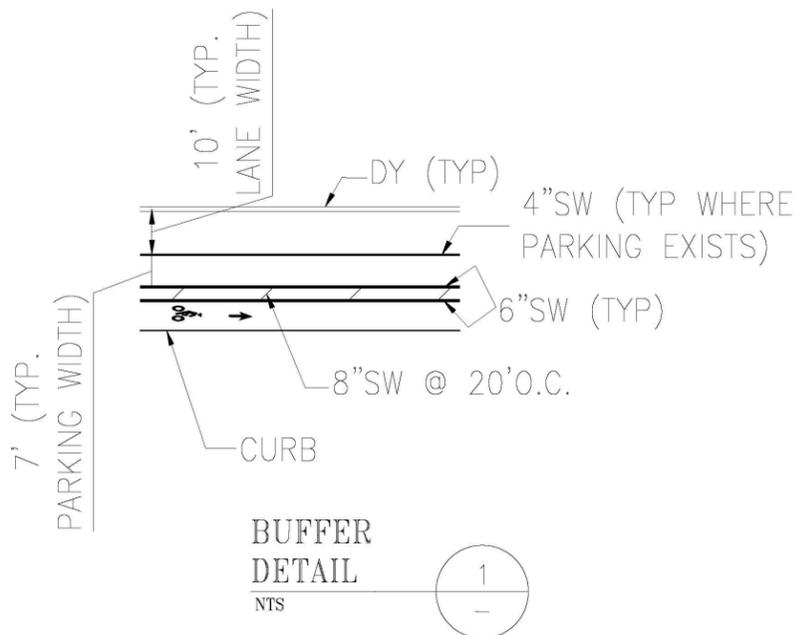
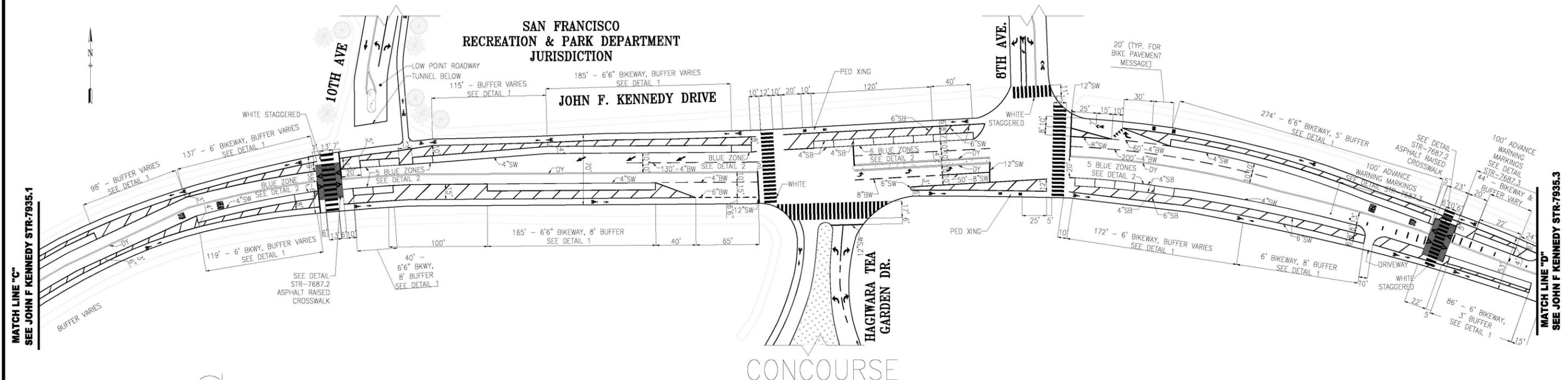
SCALE:
1" = 50'
SHEET/SHEETS:
01 OF 01

STRIPING DRAWING
CONSERVATORY DRIVE
FROM JOHN F KENNEDY DR
TO CONSERVATORY DR EAST/WEST

CONTRACT NO.	
DRAWING NO.	STR-7660
FILE NO.	
REV. NO.	5

FILE NAME:
DATE: --/--/--

NOTE: ALL CROSSWALKS STANDARD WHITE CONTINENTAL UNLESS OTHERWISE NOTED



NO.	DATE	DESCRIPTION	BY	APP
1	04/29/20	INSTALL BIKE STENCIL @ 10TH AVE, RIGHT AND LEFT TURN ARROWS ON 10TH AVE	A. MATHEWS	M. SALLABERRY
2	10/15/19	EXTEND ISLAND B/W HAGIWARA TEA GARDEN AND 8TH AVE; REMOVE EB MERGE ARROWS EAST OF 8TH AVE; ADD LEFT TURN BIKE LANE ON 8TH AVE & 4" BW	J. GARZEE	G. HO
3		PER FIELD UPDATE STRIPINGS AT 10TH AVE	M. SALLABERRY	M. SALLABERRY
4	11/14/18	INSTALL RAISED XWALK AND WHITE CONT'S @ 10TH & ROLLER RINK, ADVANCED WARNING @ ROLLER RINK REMOVE PARKING AROUND XWALK @ ROLLER RINK	J. CHIMENTO	M. GROWNEY

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

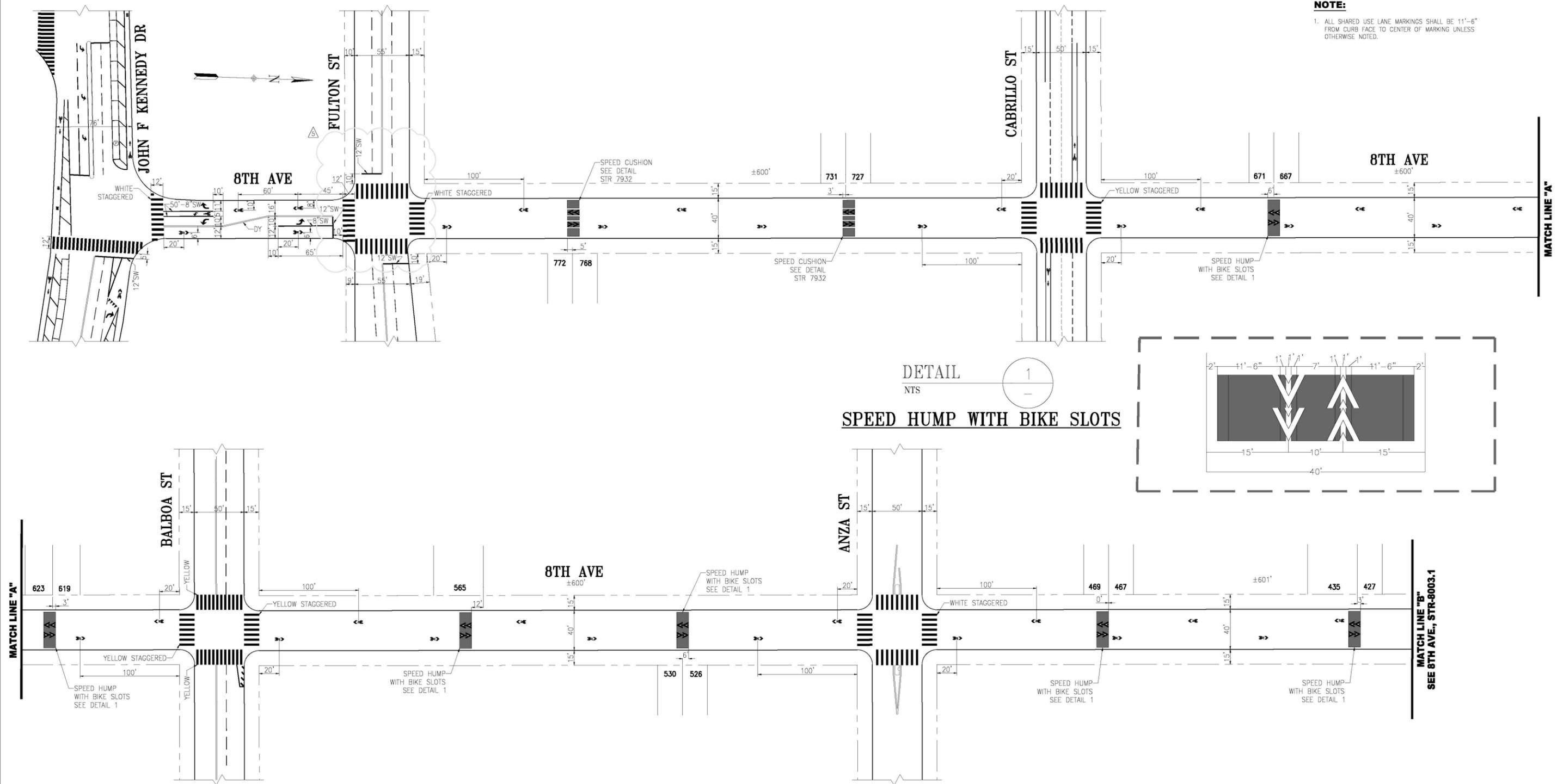


DRAWN: A. PICCAGLI 3/12		DATE: 3/12	
CHECKED: M. SALLABERRY 3/12		DATE: 3/12	
APPROVED: BRIDGET SMITH 03/08/12		DATE: 03/08/12	
APPROVED: RICARDO OLEA 03/08/12		DATE: 03/08/12	

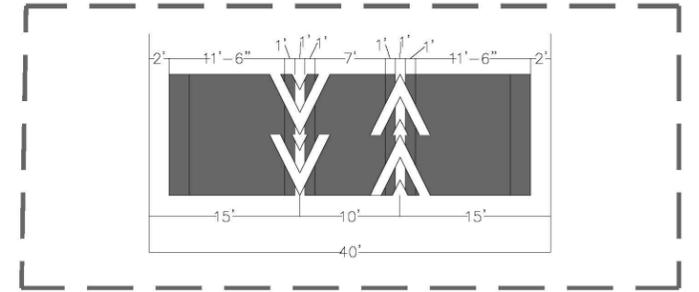
SCALE: 1"=50'	CONTRACT NO.
SHEET/SHEETS: 3 OF 5	DRAWING NO. STR-7935.2
TRAFFIC STRIPING	
JOHN F. KENNEDY DRIVE 10TH AVENUE TO 6TH AVENUE	
REV. NO. 4	

EXTERNAL REFERENCES: FONTS USED:
SCALE FACTOR: PLOT SCALE:
FILE NAME: T:\e\off_rec\cargh\02-24\str-7935.2.dwg
OPERATIONS DATE:

NOTE:
 1. ALL SHARED USE LANE MARKINGS SHALL BE 11'-6" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED.



DETAIL 1
 NTS
SPEED HUMPS WITH BIKE SLOTS



NO.	DATE	DESCRIPTION	BY	APP
1	10/15/19	ADDED ADVANCE LIMIT LINES @ FULTON ST	A. MATHEWS	M. SALLABERRY
2	12/14/20	ADDED LEFT TURN BIKE LANE, SHARROWS & MODIFIED STRIPINGS BETWEEN JFK & FULTON; ADDED LEFT TURN ARROWS @ JFK; REMOVED DET40 & 4" SW ON JFK	J. GARZEE	G. HO
3	4/17/2019	ADDED SPEED CUSHIONS AND HUMPS BETWEEN FULTON AND GEARY. PER FIELD, ADDED STOP SIGN IN ROADWAY STRIPING ON BALBOA	D.CARR	M. SALLABERRY
4	4/17/2019	MEDIAN ISLANDS AND STRIPING ON ANZA ST	P. LOUIE	M. SALLABERRY

TABLE OF REVISIONS
 CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



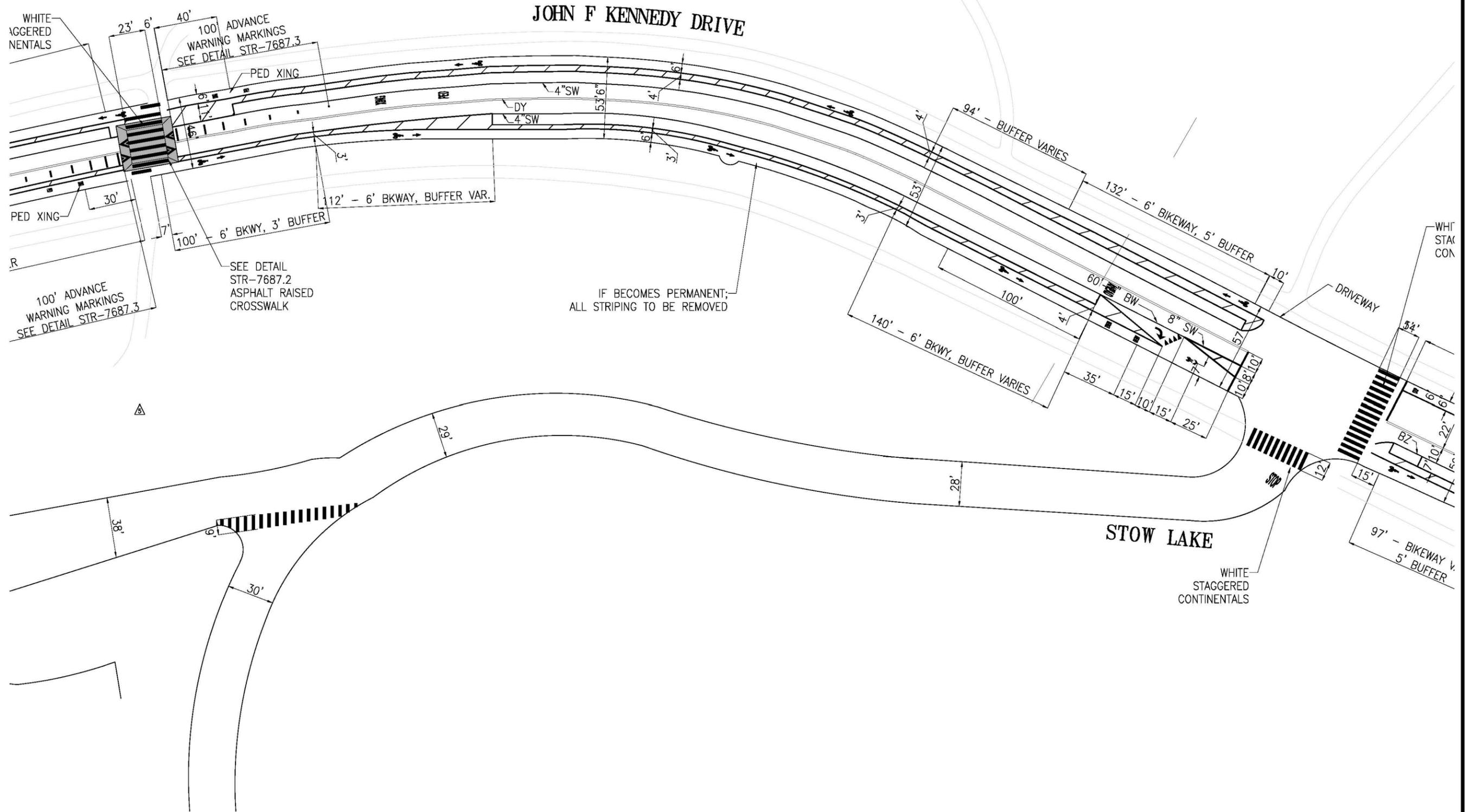
APPROVED		SCALE:
DRAWN:	DATE:	1"=50'-0"
M. LUC	5/2013	
CHECKED:	DATE:	SHEET/SHEETS:
D. CURTIS	5/2013	

TRAFFIC STRIPING

8TH AVENUE
 JOHN F KENNEDY DRIVE TO GEARY BOULEVARD

CONTRACT NO.
DRAWING NO. STR-8003
FILE NO.
REV. NO. 5

EXTERNAL REFERENCES: XREFS
 SCALE FACTOR: XX
 PLOT SCALE: XX
 FILE NAME: 8th Ave_STR-8003_1.dwg
 ORIGIN: SECTION
 DATE: --/--/--



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



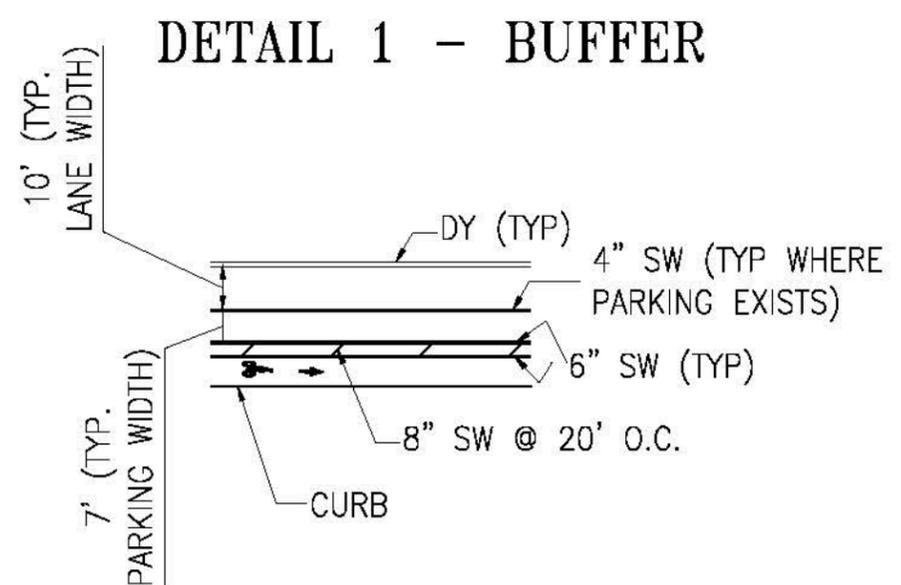
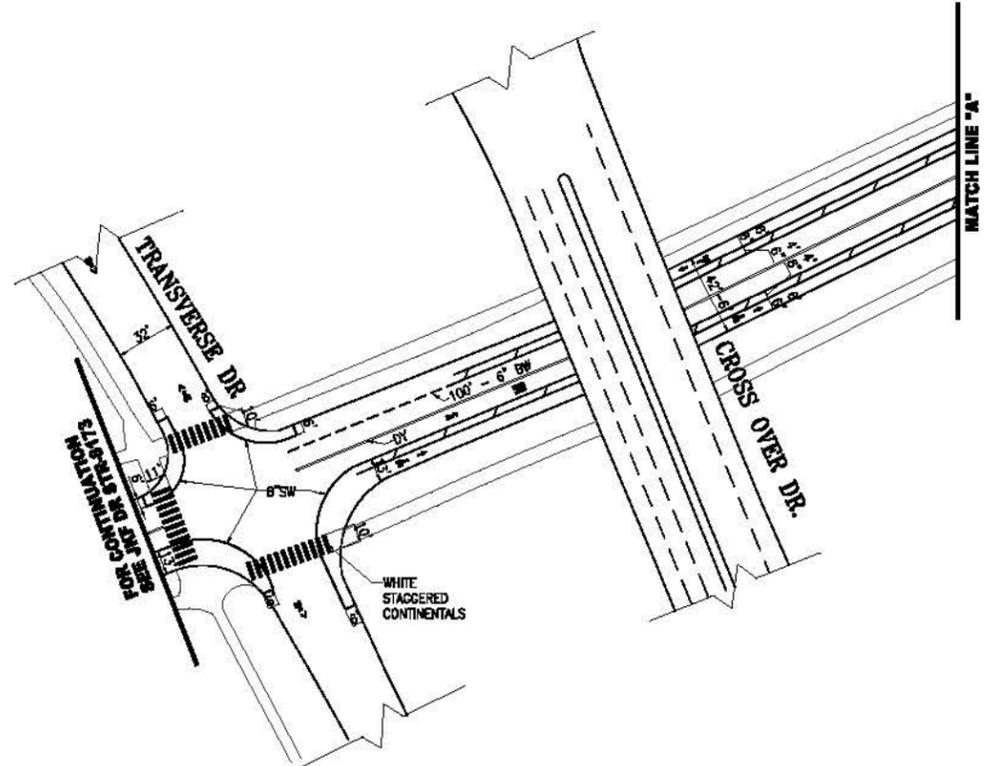
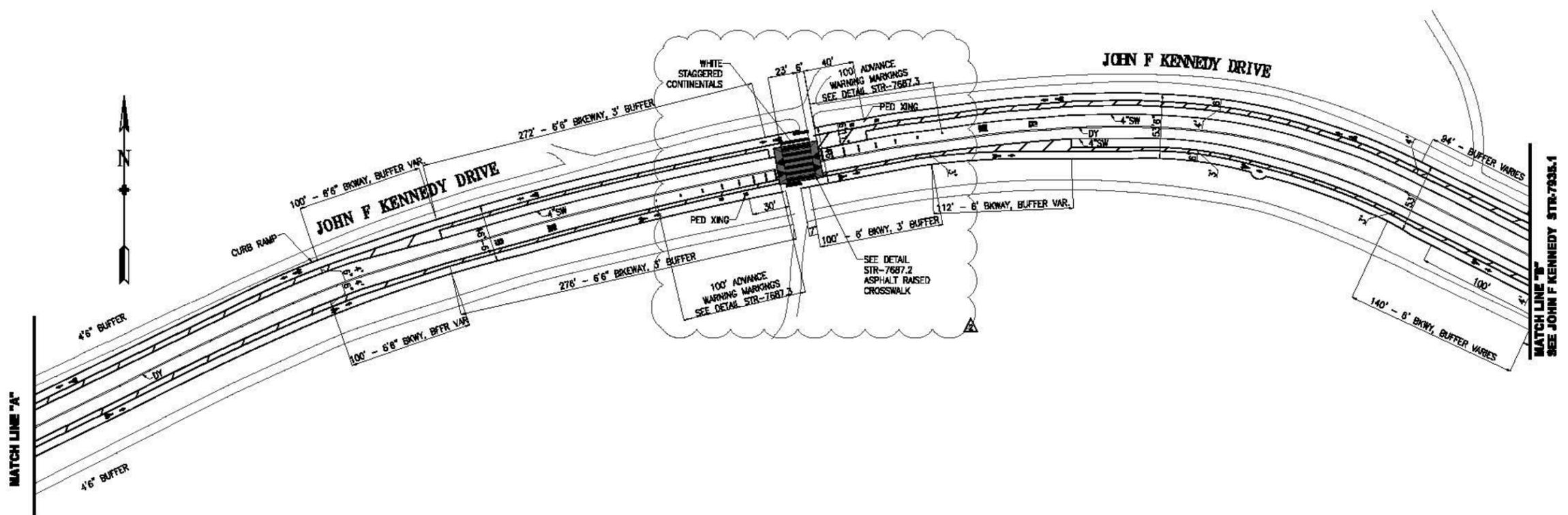
DRAWN:		DATE:		APPROVED		SCALE:	
I. TROUT		12/2021		SENIOR ENGINEER		NTS	
CHECKED:		DATE:		CITY TRAFFIC ENGINEER		SHEET/SHEETS:	
		08/2003				01 OF 01	

TRAFFIC STRIPING	
STOW LAKE DRIVE JFK DRIVE TO MLK JR DRIVE	

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
5

FILE NAME:
DATE: --/--/---

NOTE: ALL CROSSWALKS STANDARD WHITE CONTINENTAL UNLESS OTHERWISE NOTED



NO.	DATE	DESCRIPTION	BY	APP
1	7/18	ADD RAISED XWALK WITH CONTINENTALS EAST OF TRANSVERSE	J.CHIMENTO	M.CROWNEY
2	12/04/17	ADD TURN GUIDANCE @ TRANSVERSE PER FIELD, ADDED SHARROWS ON TRANSVERSE, RELOCATED PED XING & STOP AHEAD	J.CHIMENTO	M.CROWNEY
3	07/09/12			

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



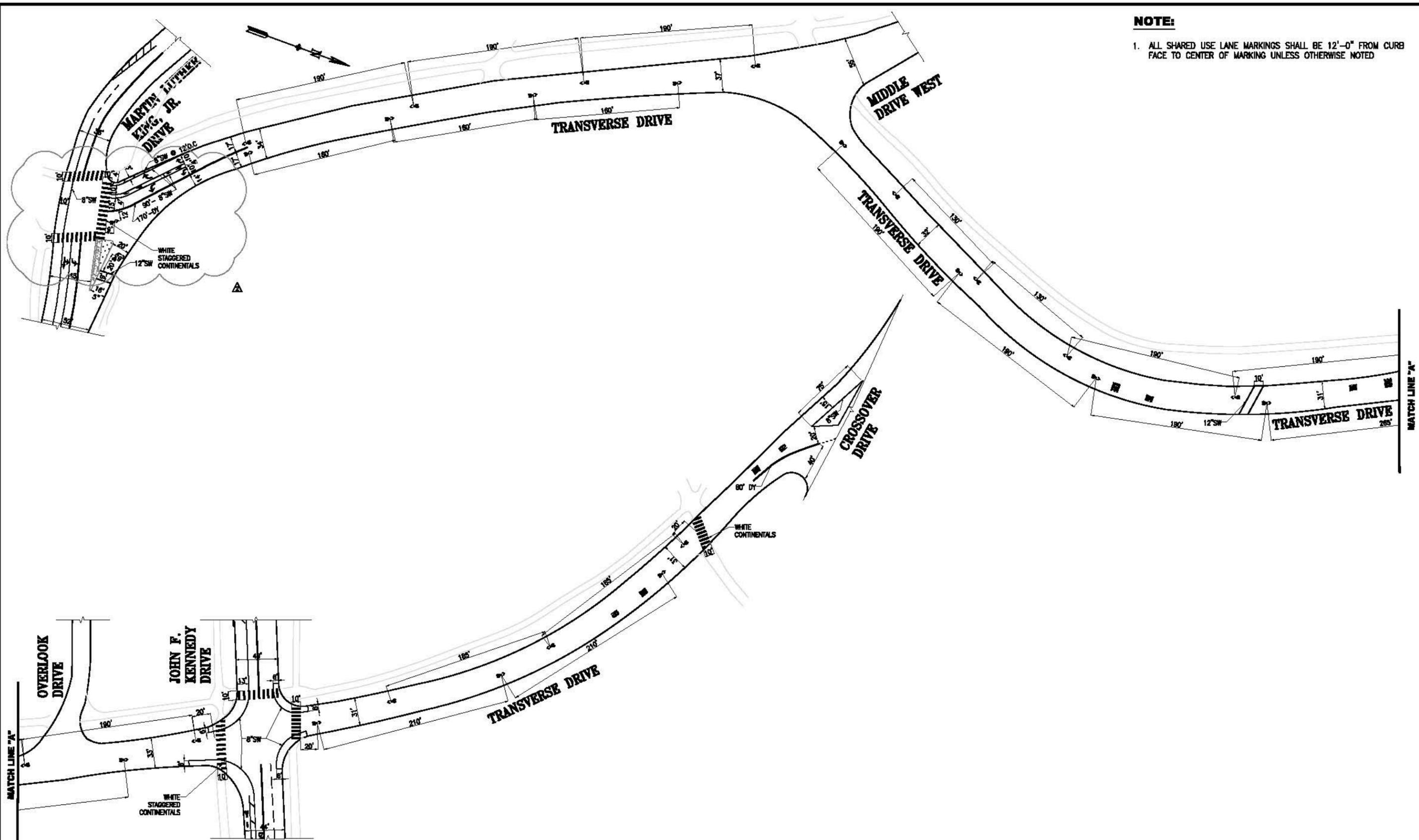
SUPERCEDES STR-7662		APPROVED		SCALE:
DRAWN:	DATE:	BRIDGET SMITH	03/08/12	1"=50'
A.PICCAGLI	3/12	SENIOR ENGINEER	DATE:	
CHECKED:	DATE:	RICARDO OLEA	03/08/12	SHEET/SHEETS:
M.SALLABERRY	3/12	CITY TRAFFIC ENGINEER	DATE:	1 OF 5

TRAFFIC STRIPING		CONTRACT NO.
JOHN F. KENNEDY DRIVE		DRAWING NO.
CROSS OVER DRIVE TO STOW LAKE DRIVE		STR-7935
		FILE NO.
		REV. NO.
		2

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
FILE NAME:
DATE:

NOTE:

1. ALL SHARED USE LANE MARKINGS SHALL BE 12'-0" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED



NO.	DATE	DESCRIPTION	BY	APP
1	7/18	WHITE STAGG CONT'S @ MLK	J.CHIMENTO	M.GROWNEY
2	12/04/17	WHITE STAGG CONT'S & 8'SW GUIDELINES @ JFK	J.CHIMENTO	M.GROWNEY
3	04/15/18	SHARROWS @ MLK TO CROSS OVER DR	J.CHIMENTO	G.DeLEON

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

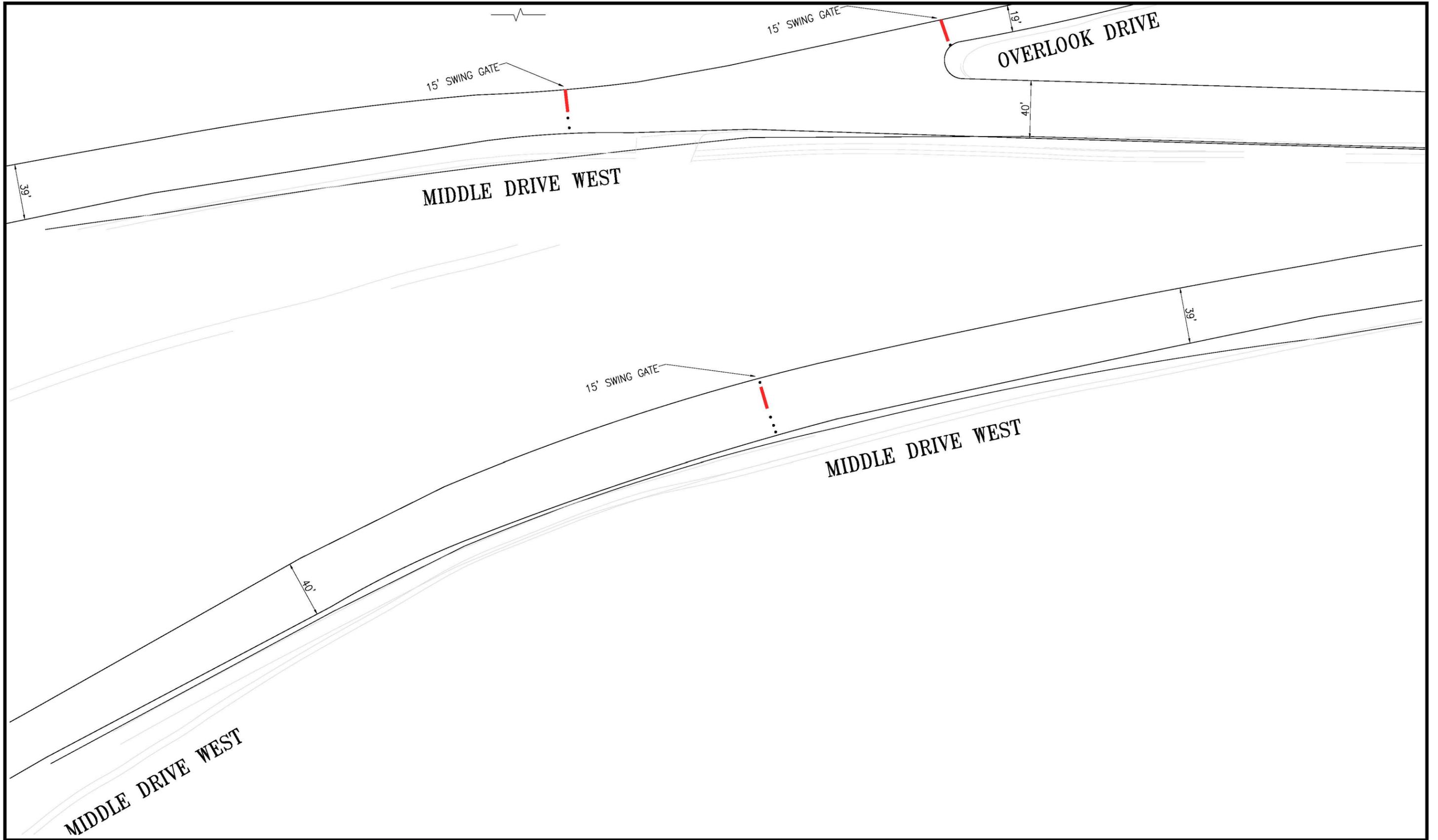


DRAWN: A.HO		DATE: 02/10/18		CHECKED: G.DeLEON		DATE: 02/25/18	
APPROVED: MIKE SALLABERRY 03/23/18		DATE: 03/23/18		APPROVED: RICARDO OLEA 03/28/18		DATE: 03/28/18	
SCALE: 1" = 50'		SHEET/SHEETS: 01 OF 01					

CONTRACT NO.
DRAWING NO. STR-8152
FILE NO.
REV. NO. 2

STRIPING DRAWING
TRANSVERSE DRIVE
MARTIN LUTHER KING DRIVE
TO CROSSOVER DRIVE

FILE NAME:
DATE: --/--/---



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



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DRAWN: I. TROUT	DATE: 12/2021
CHECKED:	DATE: 08/2003

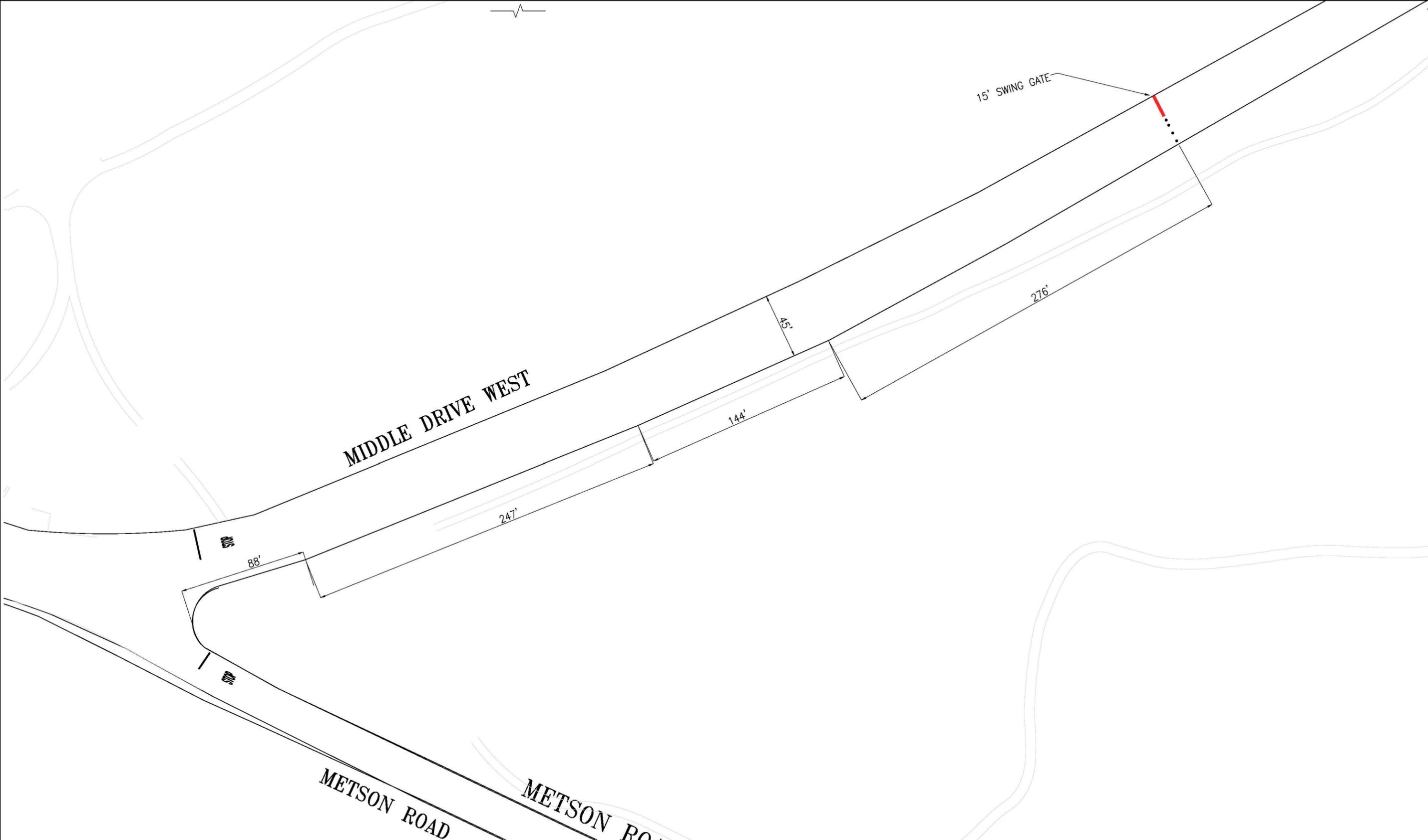
APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE: NTS
SHEET/SHEETS: 01 OF 01

TRAFFIC STRIPING
MIDDLE DRIVE WEST OVERLOOK DRIVE TO METSON LAKE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO. 5

FILE NAME:
DATE: --/--



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



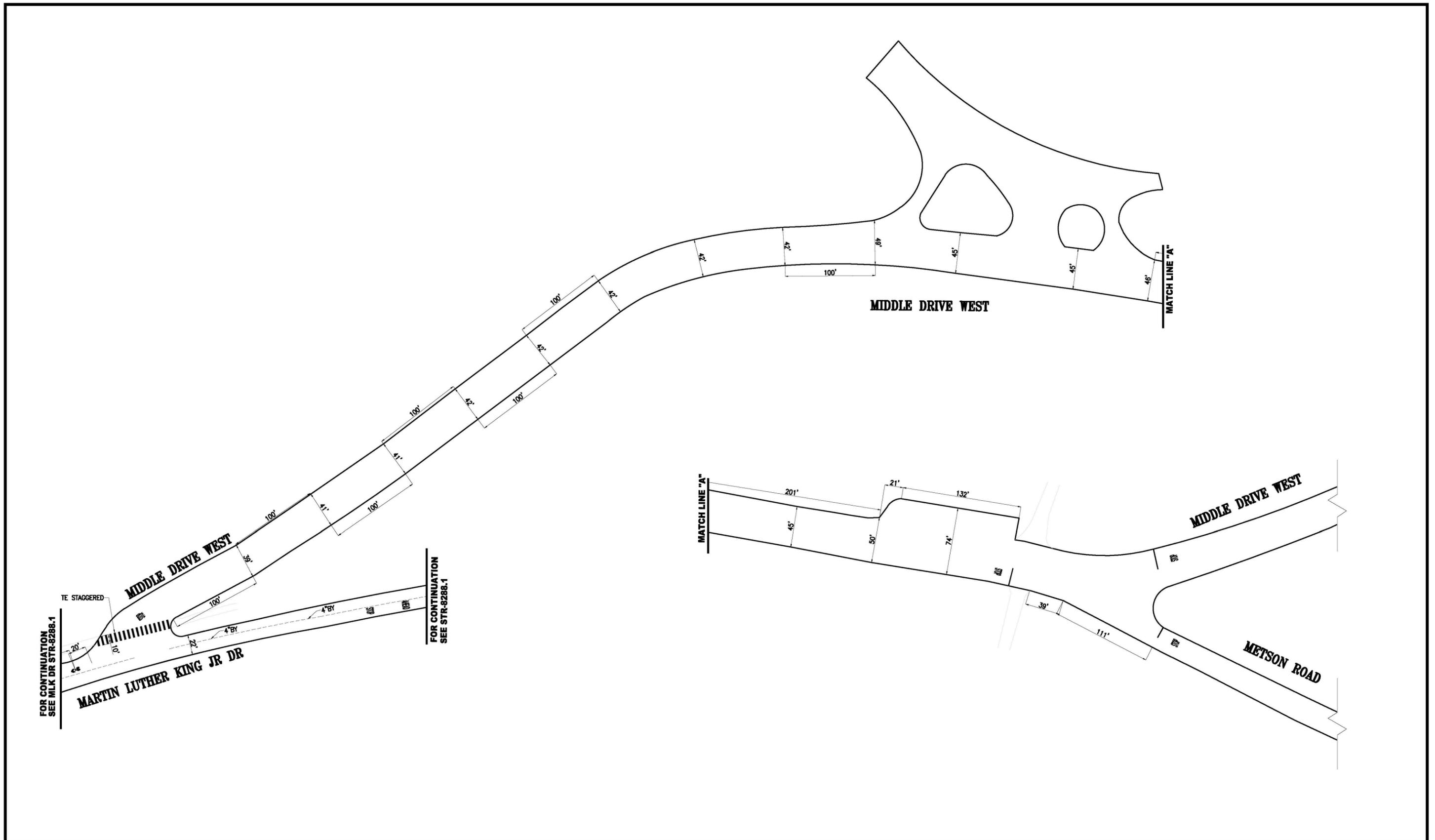
DRAWN:	DATE:	08/2003
CHECKED:	DATE:	08/2003

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE:
NTS
SHEET/SHEETS:
01 OF 01

TRAFFIC STRIPING
MIDDLE DRIVE WEST
METSON ROAD TO METSON LAKE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO. 5



FOR CONTINUATION
SEE MLK DR STR-8288.1

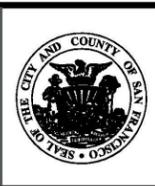
FOR CONTINUATION
SEE STR-8288.1

MATCH LINE "A"

MATCH LINE "A"

NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



DRAWN:
A.MATHEWS

DATE:
10/2020

CHECKED:

DATE:

APPROVED

SENIOR ENGINEER

CITY TRAFFIC ENGINEER

SCALE:
1" = 50'

SHEET/SHEETS:

TRAFFIC STRIPING

MIDDLE DRIVE WEST
MARTIN LUTHER KING JR DRIVE TO METSON RD

CONTRACT NO.

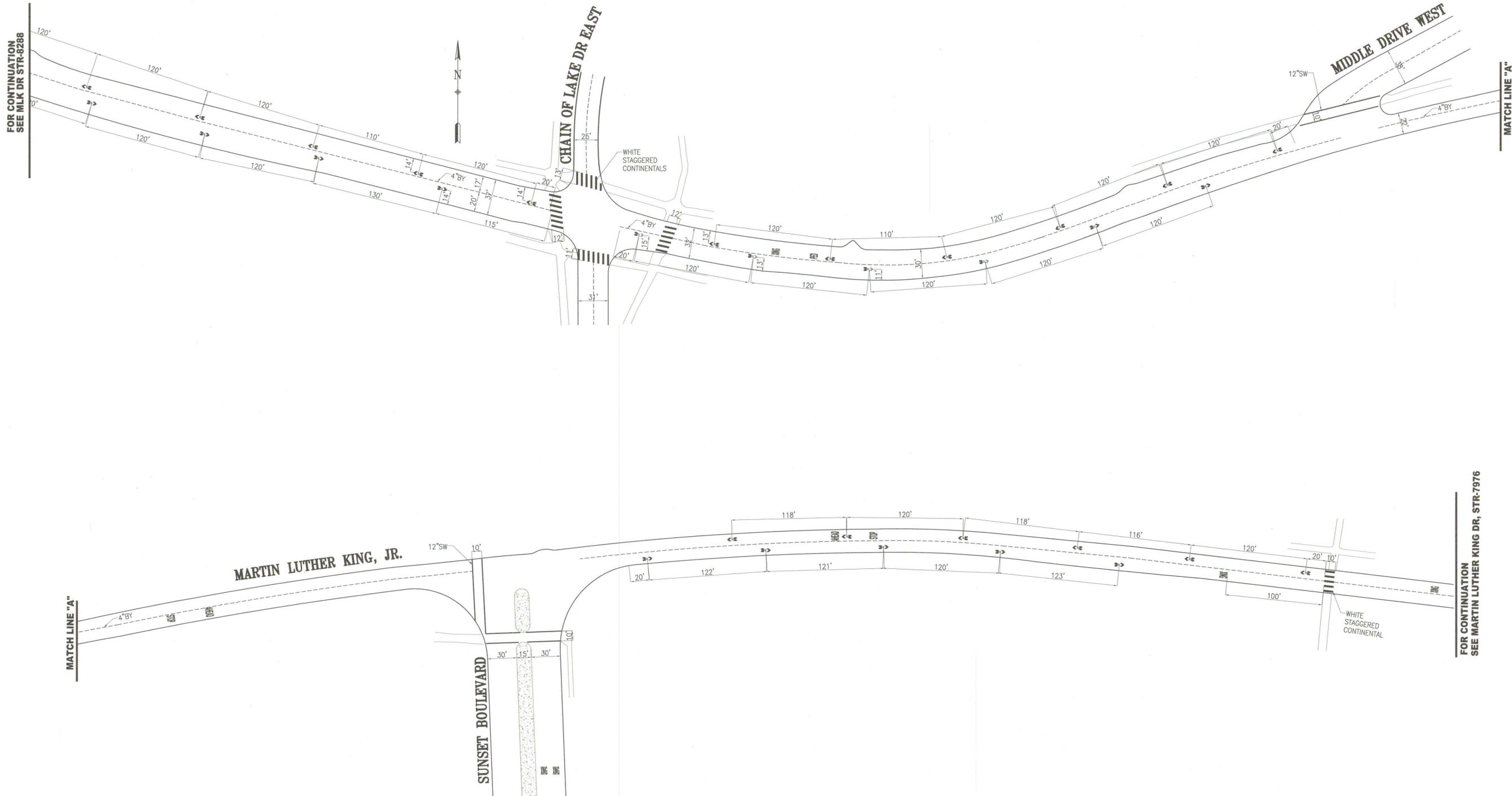
DRAWING NO.

FILE NO.

REV. NO.

FILE NAME:

DATE: --/--



FOR CONTINUATION
SEE MLK DR STR-8288

MATCH LINE "A"

MATCH LINE "A"

FOR CONTINUATION
SEE MARTIN LUTHER KING DR, STR-7976

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: D.MENDOZA	DATE: 07/18/2018
CHECKED: D.CURTIS	DATE: 07/20/2018

APPROVED <i>M. S. S. 11/5/18</i>	DATE: 11/5/18
<i>R. O. R.</i>	DATE: 11/6/18

SCALE:
1" = 50'

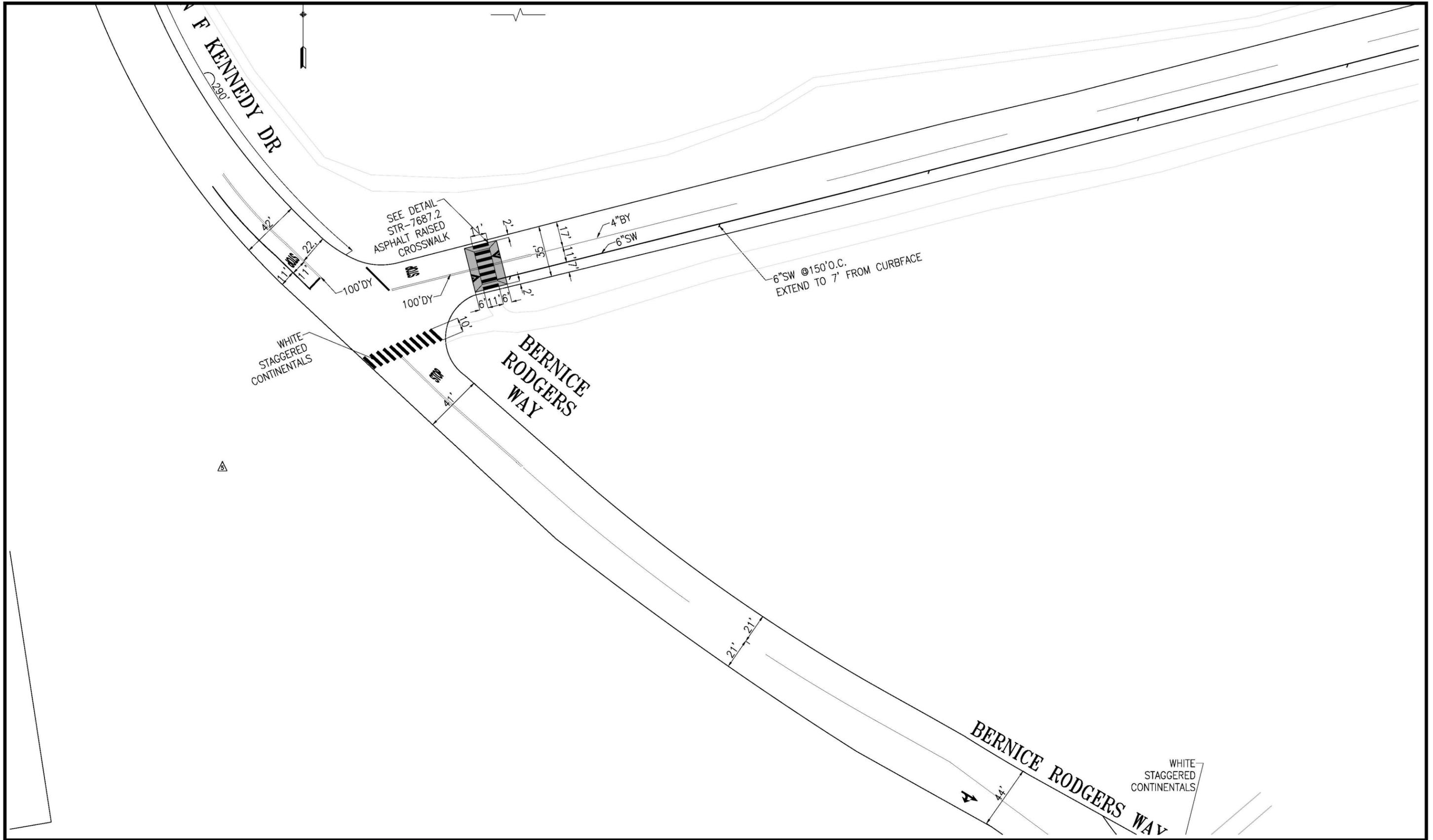
SHEET/SHEETS:

TRAFFIC STRIPING

MARTIN LUTHER KING DRIVE
BERNICE RODGERS WAY TO SUNSET BLVD

CONTRACT NO.
DRAWING NO. STR-8288.1
FILE NO.
REV. NO. 0

FILE NAME:
DATE: --/--/--



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: I. TROUT	DATE: 12/2021
CHECKED:	DATE: 08/2003

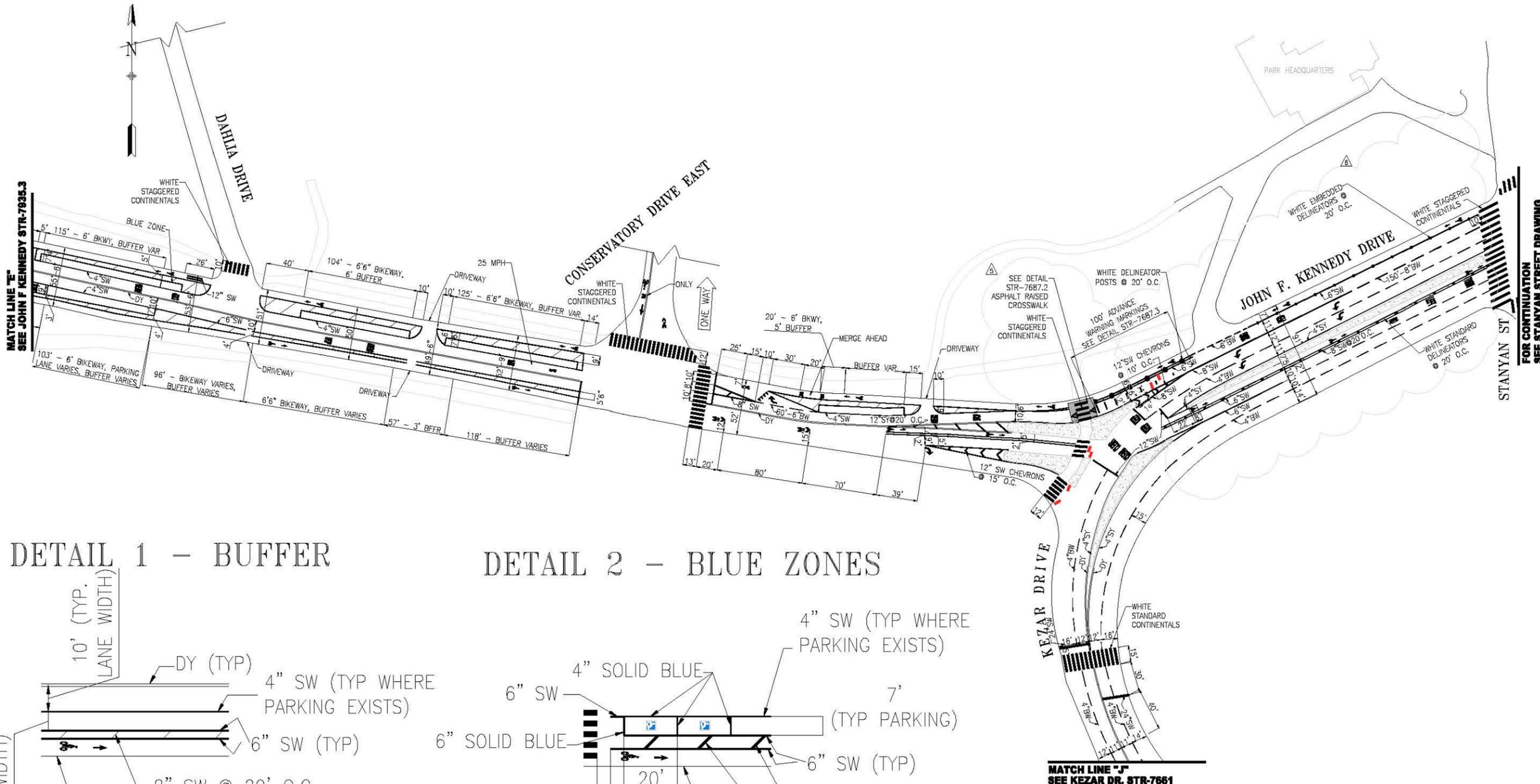
APPROVED	SCALE:
	NTS
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SHEET/SHEETS:
01 OF 01

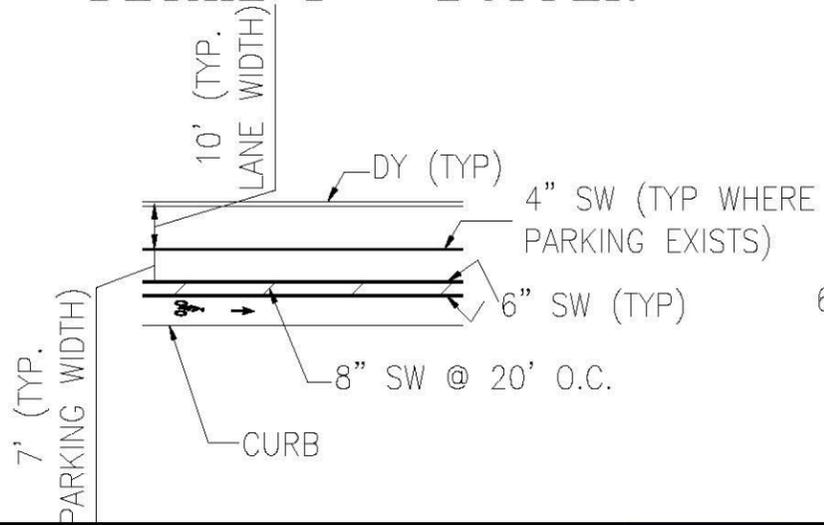
TRAFFIC STRIPING
BERNICE RODGERS WAY JFK DRIVE TO MLK JR DR

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO. 5

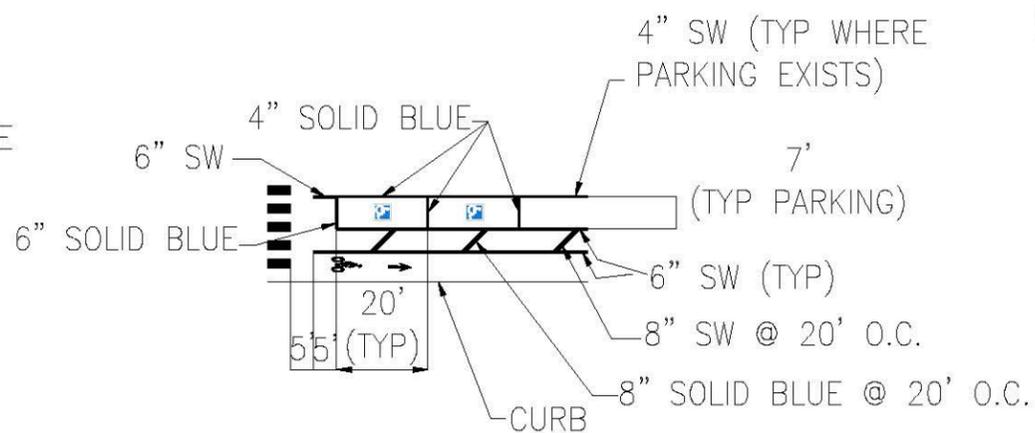
FILE NAME:
DATE: --/--



DETAIL 1 - BUFFER



DETAIL 2 - BLUE ZONES



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SUPERCEDES STR-7662.4	
DRAWN:	DATE:
A.PICCAGLI	3/12
CHECKED:	DATE:
M.SALLABERRY	3/12

APPROVED	
BRIDGET SMITH 03/08/12	
DATE:	DATE:
SENIOR ENGINEER	
RICARDO OLEA 03/08/12	
DATE:	DATE:
CITY TRAFFIC ENGINEER	

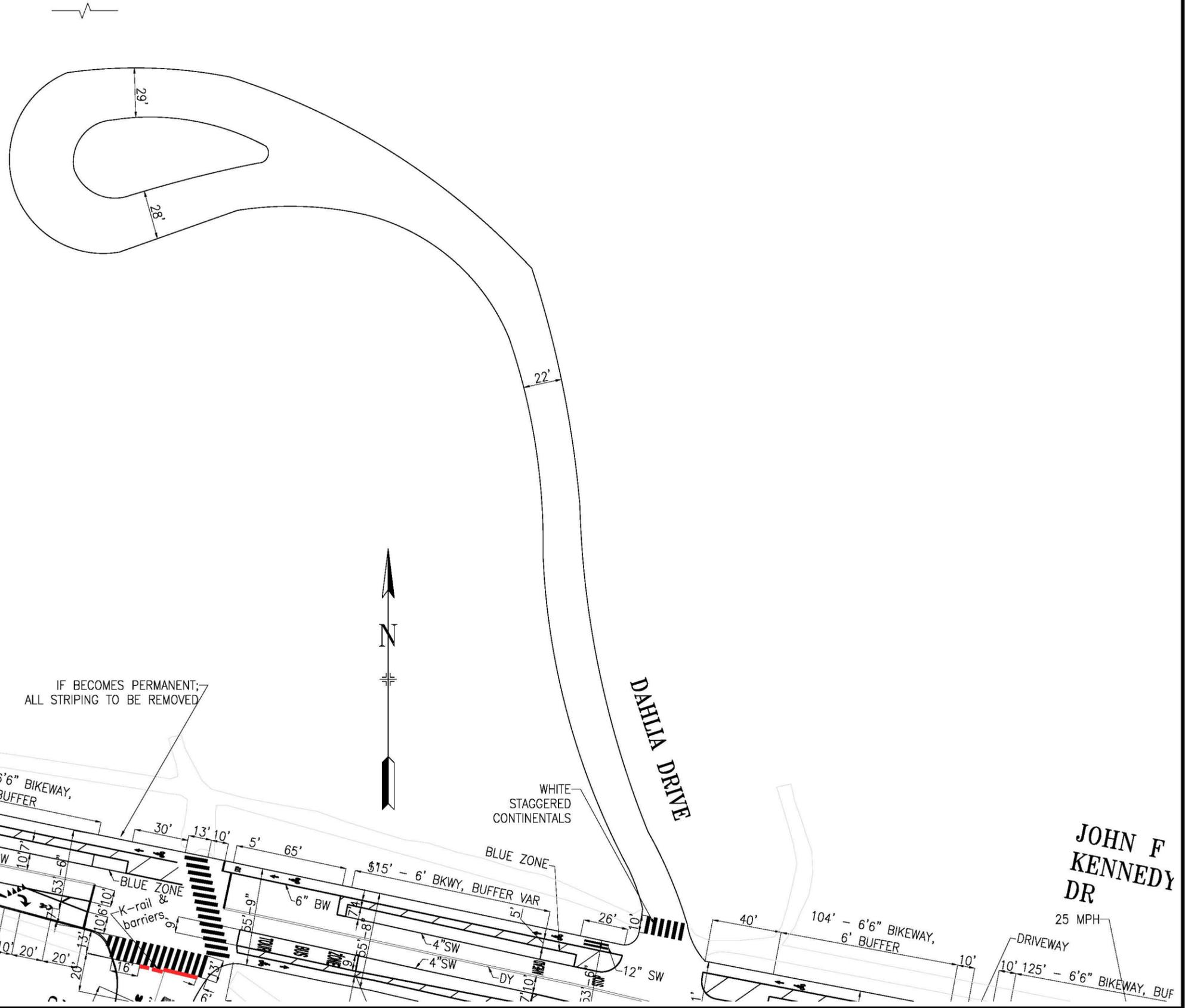
SCALE:	1"=50'
SHEET/SHEETS:	5 OF 5

PROPOSED TRAFFIC STRIPING

JOHN F. KENNEDY DRIVE
BOWLING GREEN DRIVE TO STANYAN STREET

CONTRACT NO.	
DRAWING NO.	STR-XXXX
FILE NO.	
REV. NO.	6

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
ORIGIN:
FILE NAME:
DATE:



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED	SCALE:
SENIOR ENGINEER	NTS
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	01 OF 01

DRAWN:	DATE:
I. TROUT	12/2021
CHECKED:	DATE:
	08/2003

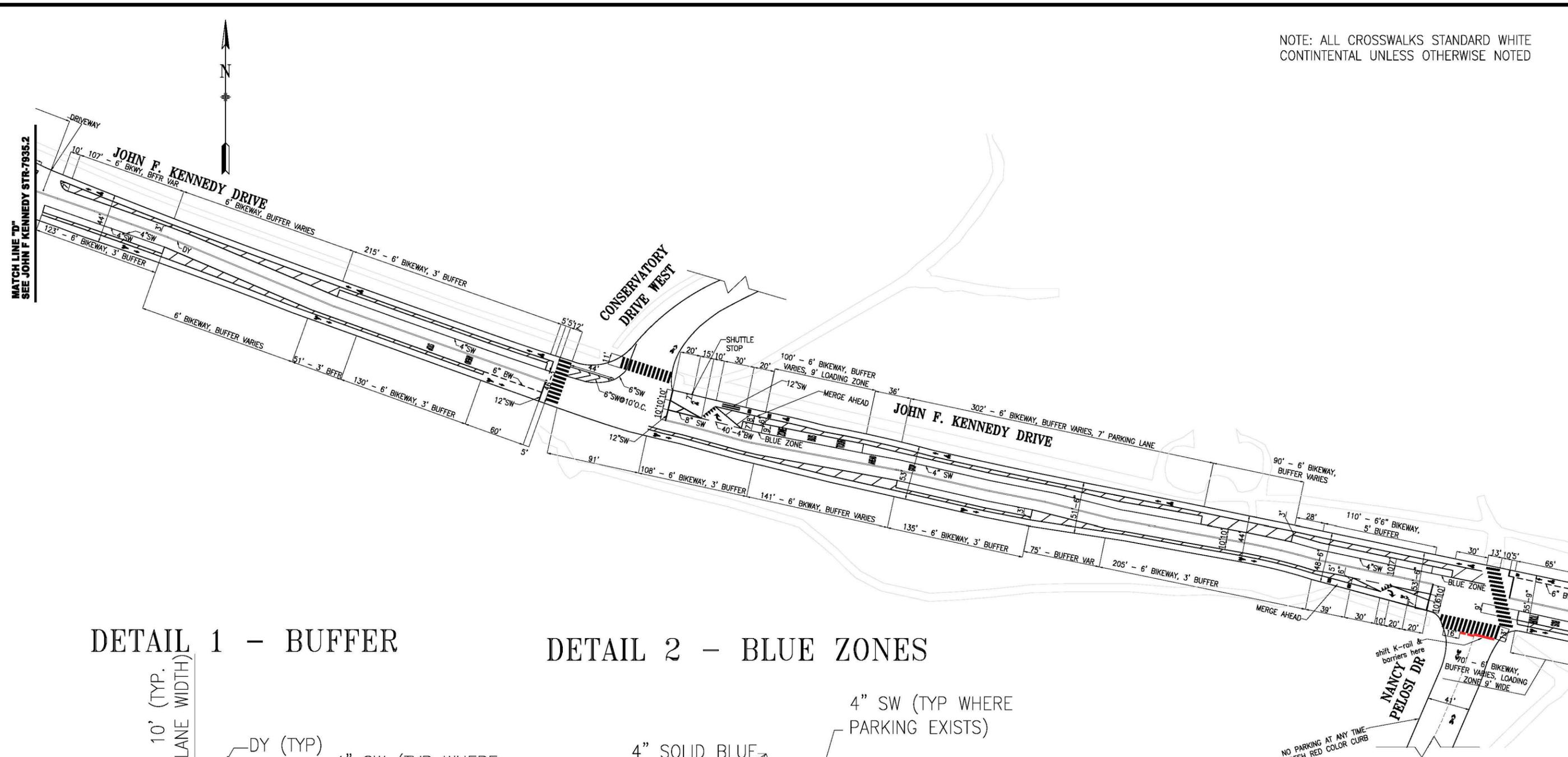
APPROVED	SCALE:
SENIOR ENGINEER	NTS
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	01 OF 01

PROPOSED TRAFFIC STRIPING
POMPEII CIRCLE (DAHLIA DRIVE)
JFK DRIVE TO TURNAROUND LOOP

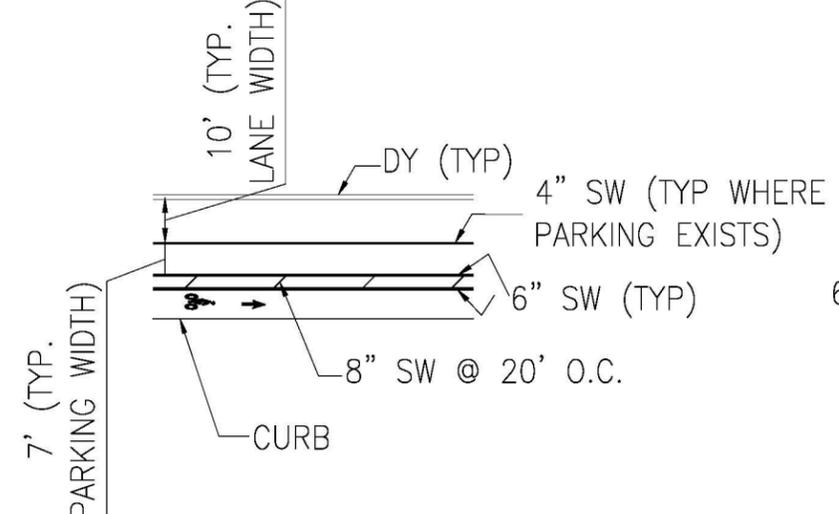
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
5

FILE NAME: ---/---/---
DATE: ---/---/---

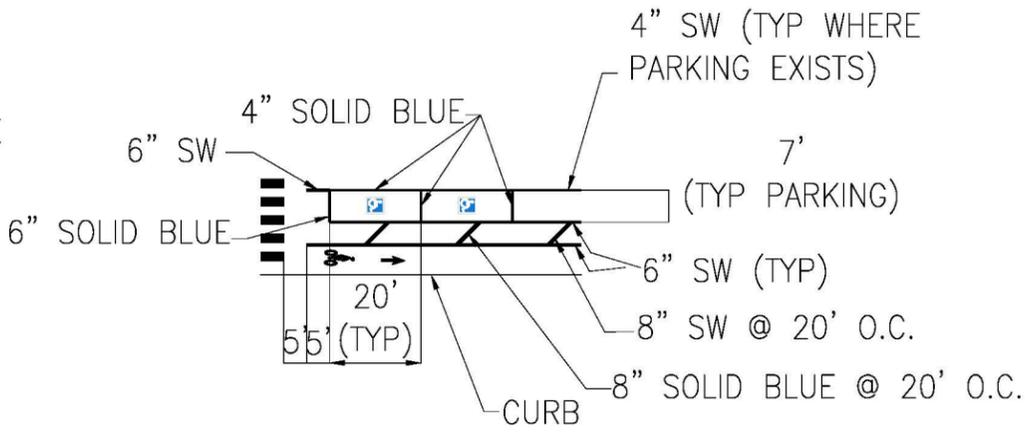
NOTE: ALL CROSSWALKS STANDARD WHITE CONTINENTAL UNLESS OTHERWISE NOTED



DETAIL 1 - BUFFER



DETAIL 2 - BLUE ZONES



MATCH LINE "E" SEE JOHN F KENNEDY STR-7935.4

EXTERNAL REFERENCES: FONTS USED: SCALE FACTOR: PLOT SCALE:

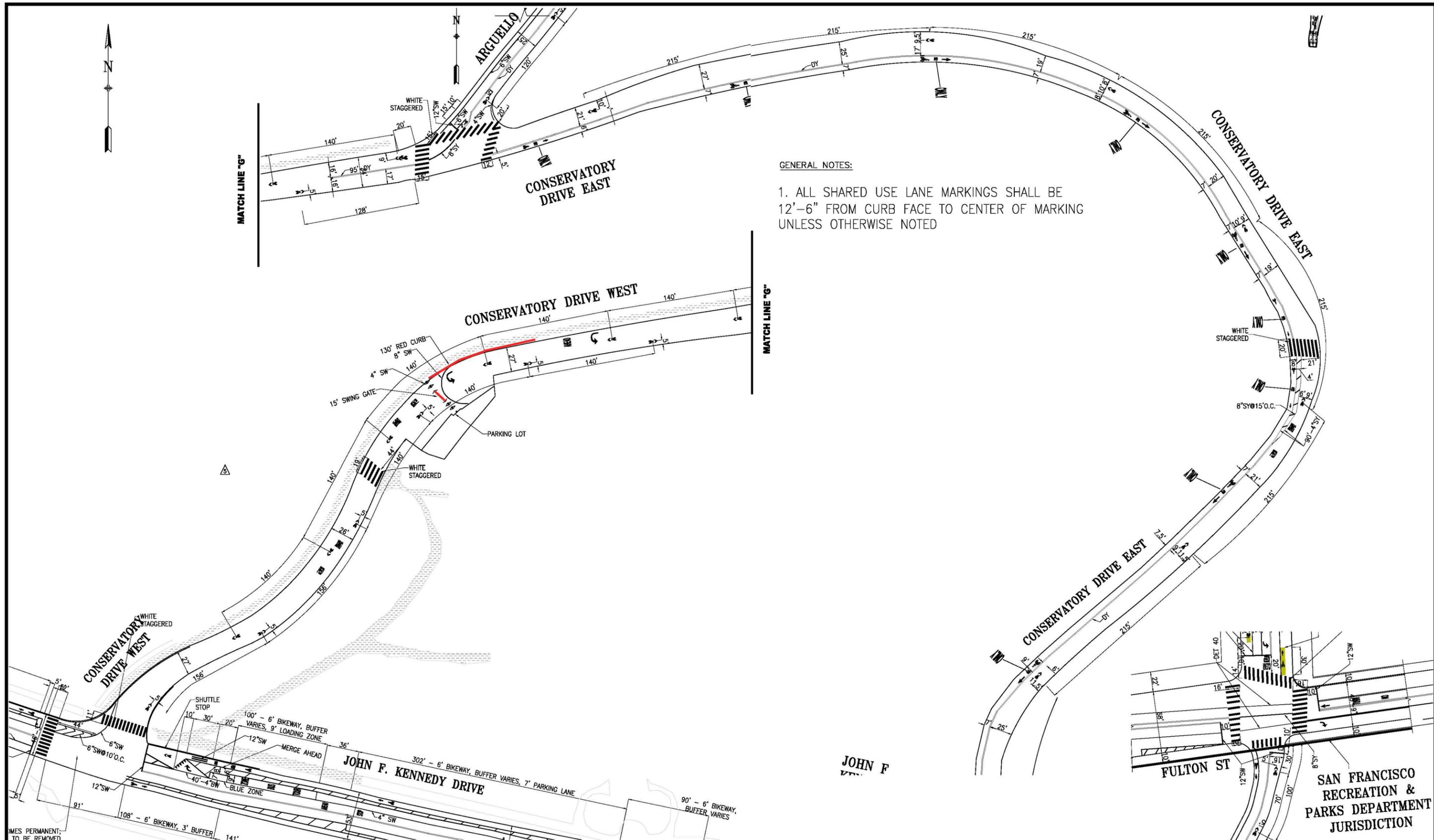
NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SUPERCEDES STR-7662.3		APPROVED		SCALE:
DRAWN:	DATE:	BRIDGET SMITH	03/08/12	1"=50'
A.PICCAGLI	3/12	SENIOR ENGINEER	DATE:	
CHECKED:	DATE:	RICARDO OLEA	03/08/12	SHEET/SHEETS:
M.SALLABERRY	3/12	CITY TRAFFIC ENGINEER	DATE:	4 OF 5

PROPOSED TRAFFIC STRIPING		CONTRACT NO.
JOHN F. KENNEDY DRIVE		DRAWING NO.
6TH AVENUE TO BOWLING GREEN DRIVE		STR-XXX
		FILE NO.
		REV. NO.
		2

FILE NAME: T:\e\off_rec\dwgs\10-VA\str-7935.4.dwg ORIGIN: OPERATIONS DATE:



GENERAL NOTES:

1. ALL SHARED USE LANE MARKINGS SHALL BE 12'-6" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED

JOHN F. KENNEDY

SAN FRANCISCO RECREATION & PARKS DEPARTMENT JURISDICTION

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

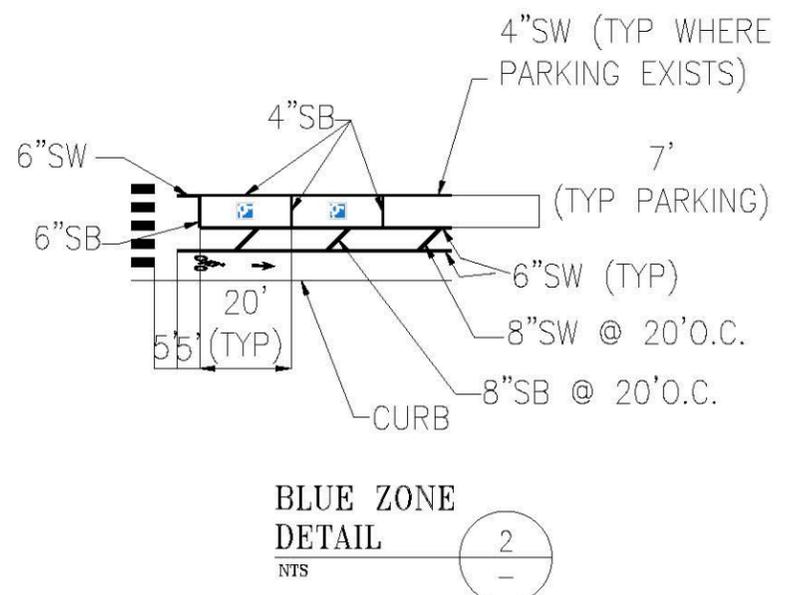
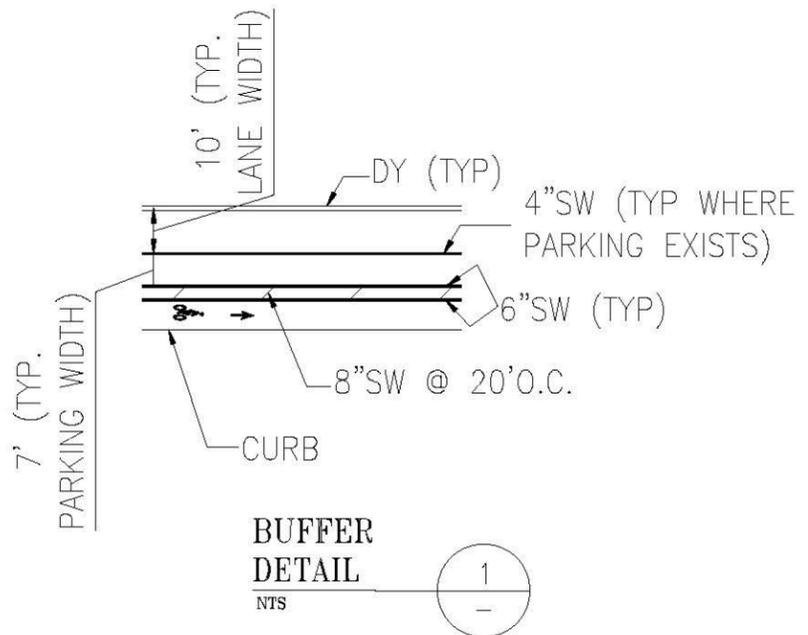
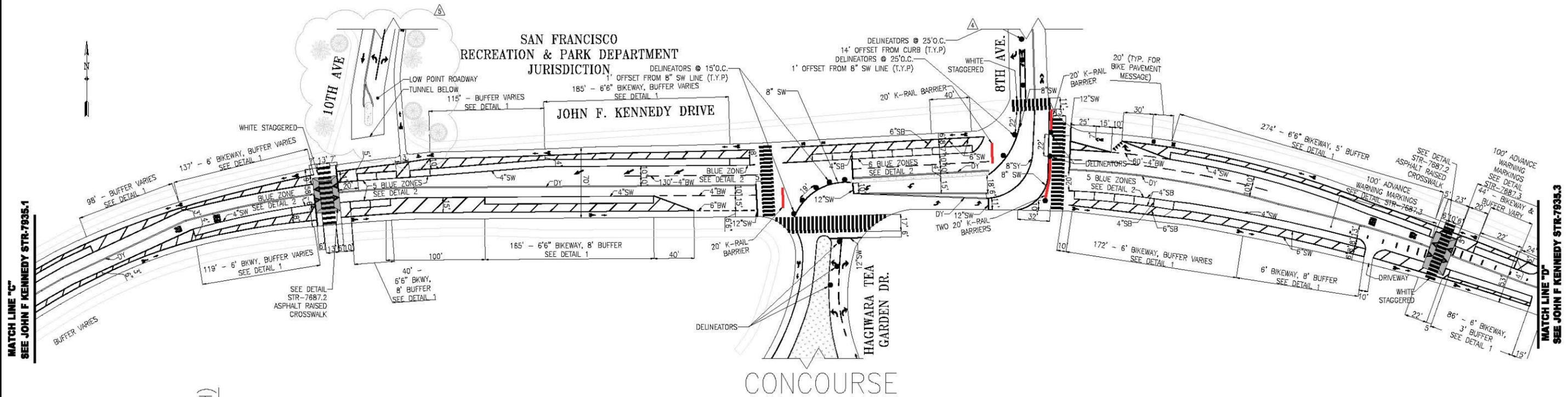


DRAWN:		DATE:		APPROVED		SCALE:	
T.ABDALLAH		08/2003		SENIOR ENGINEER		1" = 50'	
CHECKED:		DATE:		CITY TRAFFIC ENGINEER		SHEET/SHEETS:	
T.FOLKS		08/2003				01 OF 01	

CONTRACT NO.	
DRAWING NO.	
FILE NO.	
REV. NO.	
5	

FILE NAME: ---
DATE: ---

NOTE: ALL CROSSWALKS STANDARD WHITE CONTINENTAL UNLESS OTHERWISE NOTED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

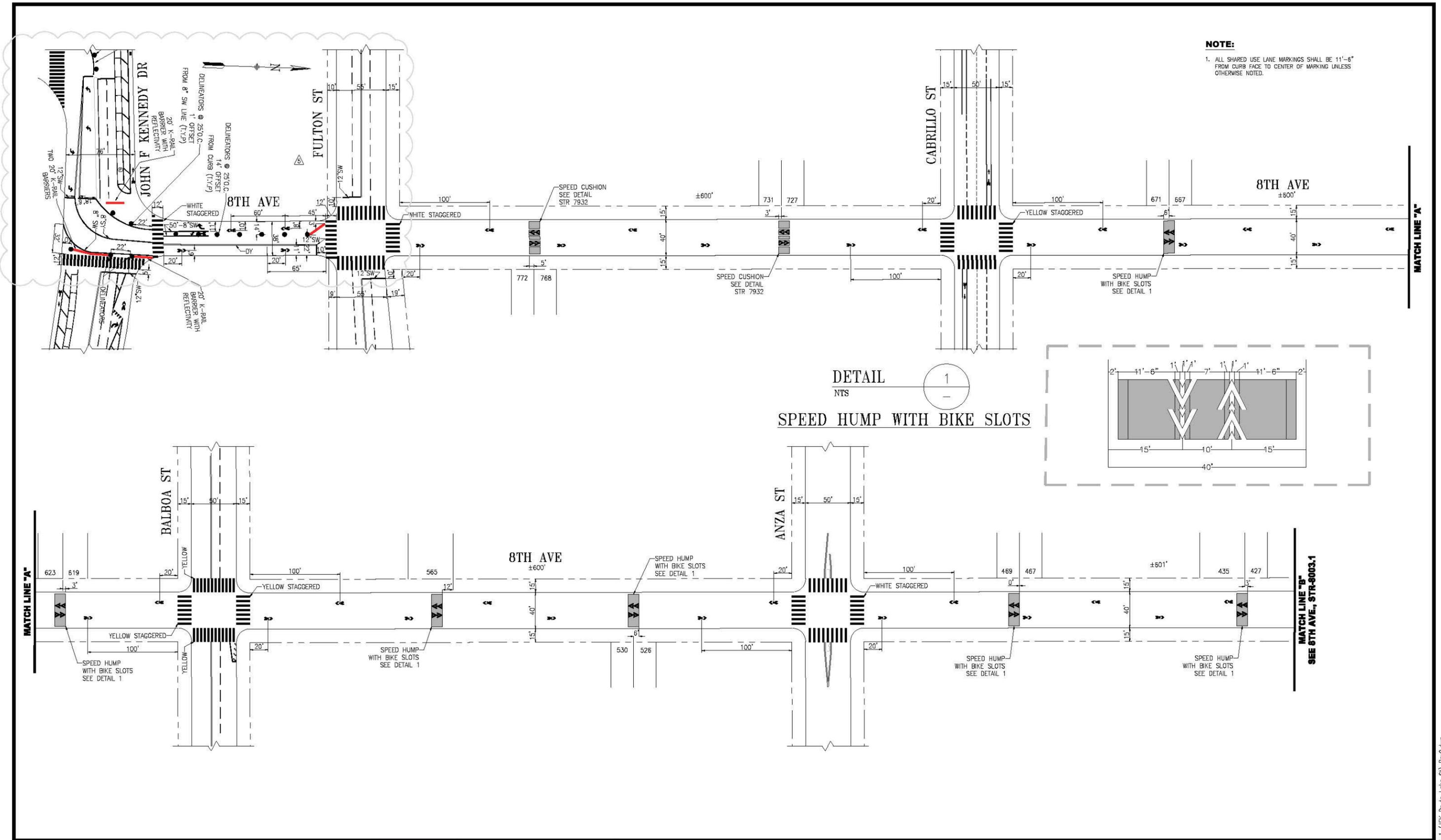


SUPERCEDES STR-7662.2 DRAWN: A.PICCAGLI 3/12 CHECKED: M.SALLABERRY 3/12	APPROVED BRIDGET SMITH 03/08/12 SENIOR ENGINEER RICARDO OLEA 03/08/12 CITY TRAFFIC ENGINEER	SCALE: 1"=50' SHEET/SHEETS: 3 OF 5
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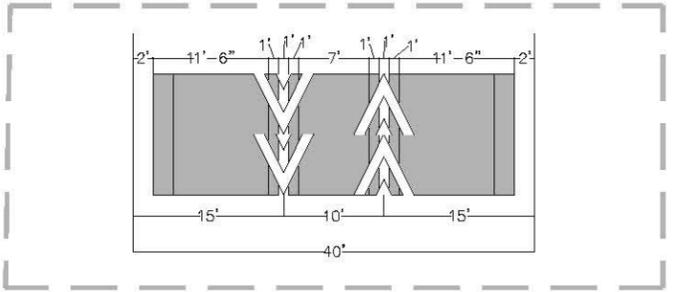
PROPOSED TRAFFIC STRIPING JOHN F. KENNEDY DRIVE 10TH AVENUE TO 6TH AVENUE	CONTRACT NO. DRAWING NO. STR-XXXX FILE NO. REV. NO. 4
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EXTERNAL REFERENCES:
 FONTS USED:
 SCALE FACTOR:
 PLOT SCALE:
 FILE NAME: L:\off_rec\dwg\02-10-12\10th-080812-OPERATIONS

NOTE:
 1. ALL SHARED USE LANE MARKINGS SHALL BE 11'-6" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED.



DETAIL 1
 NTS
SPEED HUMP WITH BIKE SLOTS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED		SCALE:
BRIDGET SMITH 05/30/13	DATE:	1"=50'-0"
SENIOR ENGINEER	DATE:	
DRAWN:		SHEET/SHEETS:
M. LUC	5/2013	
CHECKED:		
D. CURTIS	5/2013	
RICARDO OLEA 05/31/13		
CITY TRAFFIC ENGINEER		

PROPOSED TRAFFIC STRIPING

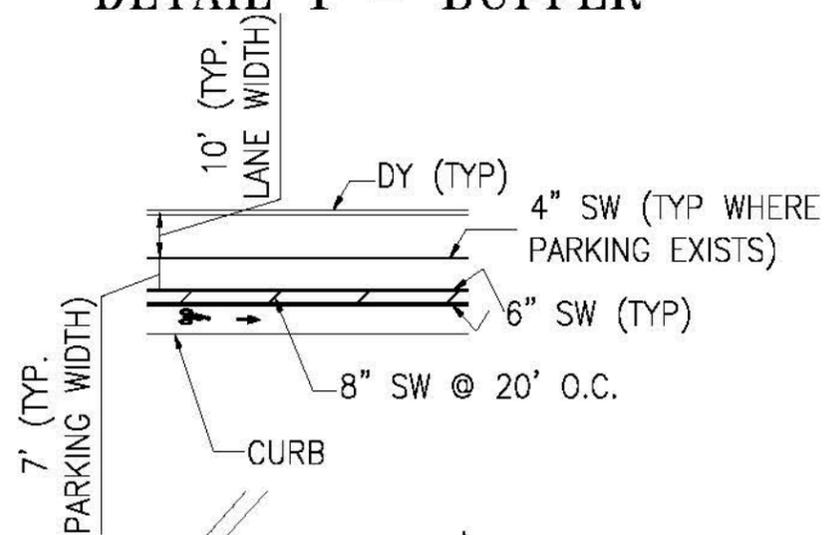
8TH AVENUE
JOHN F KENNEDY DRIVE TO GEARY BOULEVARD

CONTRACT NO.
DRAWING NO. STR-XXX
FILE NO.
REV. NO. 5

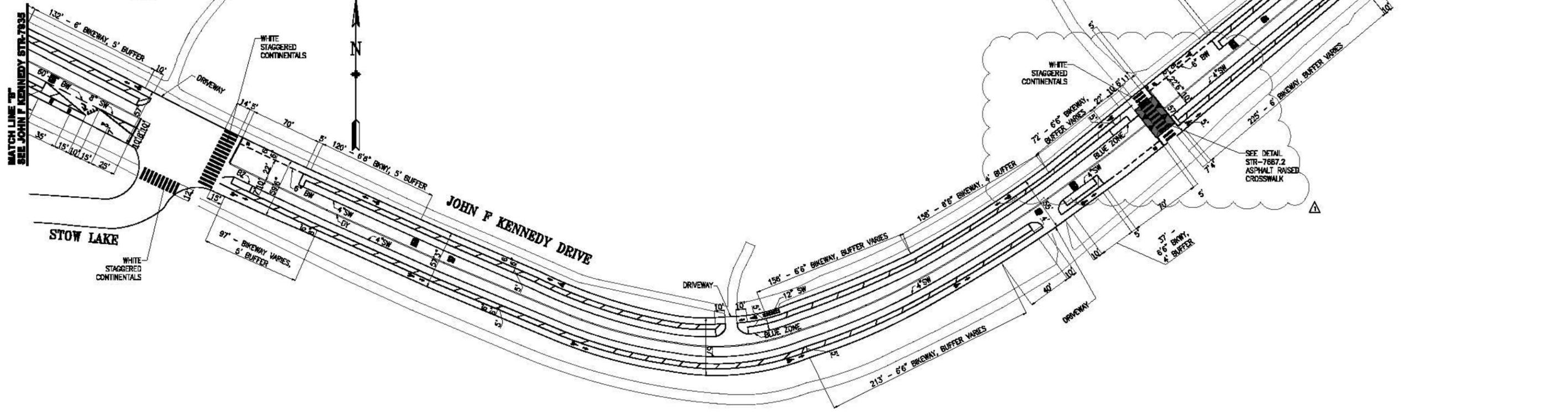
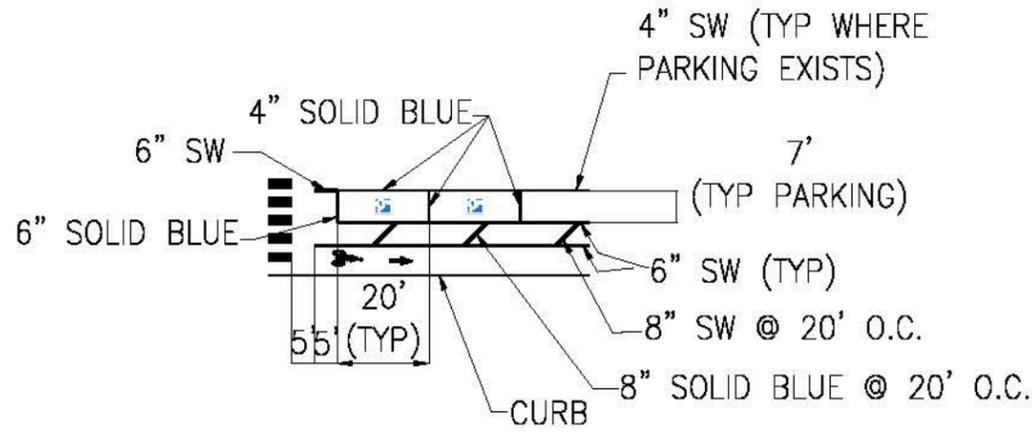
FILE NAME: 8th Ave_STR-8003.1 (JFK Dr to Lake St).Rev0.dwg
 ORIGIN: SECTION
 SCALE FACTOR: XX
 PLOT SCALE: XX
 EXTERNAL REFERENCES: XREFS
 FONTS USED: FONTS

NOTE: ALL CROSSWALKS STANDARD WHITE CONTINENTAL UNLESS OTHERWISE NOTED

DETAIL 1 - BUFFER



DETAIL 2 - BLUE ZONES



NO.	DATE	DESCRIPTION	BY	APP
1	7/9/12	INSTALL RAISED XWALK AND WHITE CONT'S @ ROSE GARDEN	J.CHIMENTO	M.GROWNEY

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



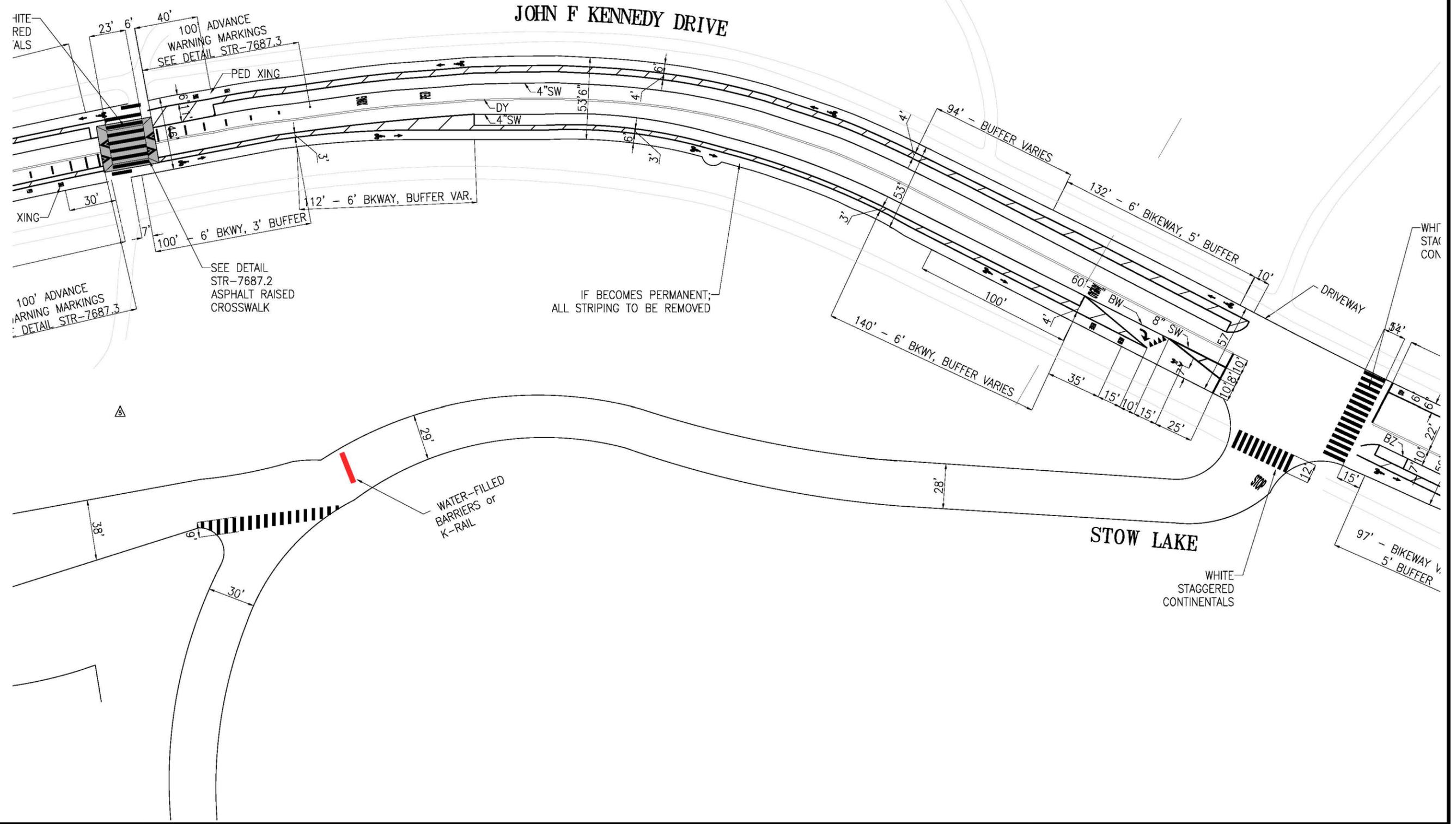
SUPERCEDES STR-7662.1	
DRAWN: A.PICCAGLI	DATE: 3/12
CHECKED: M.SALLABERRY	DATE: 3/12

APPROVED	
BRIDGET SMITH	03/08/12
SENIOR ENGINEER	DATE:
RICARDO OLEA	03/08/12
CITY TRAFFIC ENGINEER	DATE:

SCALE: 1"=50'	SHEET/SHEETS: 2 OF 5
CONTRACT NO. STR-7935.1	
DRAWING NO. STR-7935.1	
FILE NO.	
REV. NO. 1	
DATE:	

CONTRACT NO.	STR-7935.1
DRAWING NO.	STR-7935.1
FILE NO.	
REV. NO.	1
DATE:	

EXTERNAL REFERENCES: FONTS USED: SCALE FACTOR: PLOT SCALE: FILE NAME: T:\a\ref... OPERATIONS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: I. TROUT		DATE: 12/2021		APPROVED		SCALE: NTS	
CHECKED:		DATE: 08/2003		SENIOR ENGINEER		SHEET/SHEETS: 01 OF 01	
				CITY TRAFFIC ENGINEER			

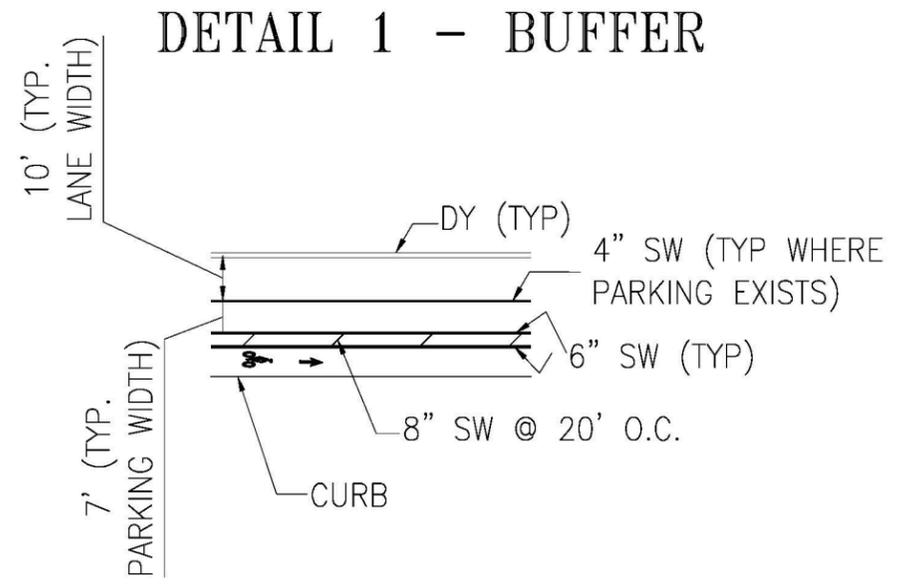
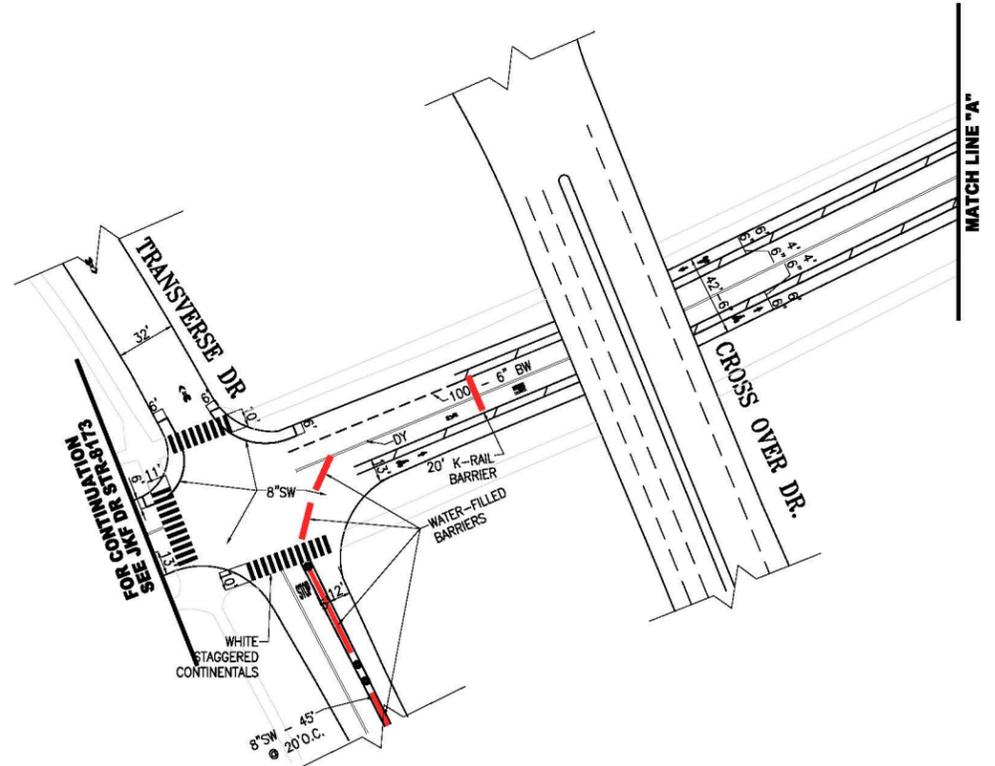
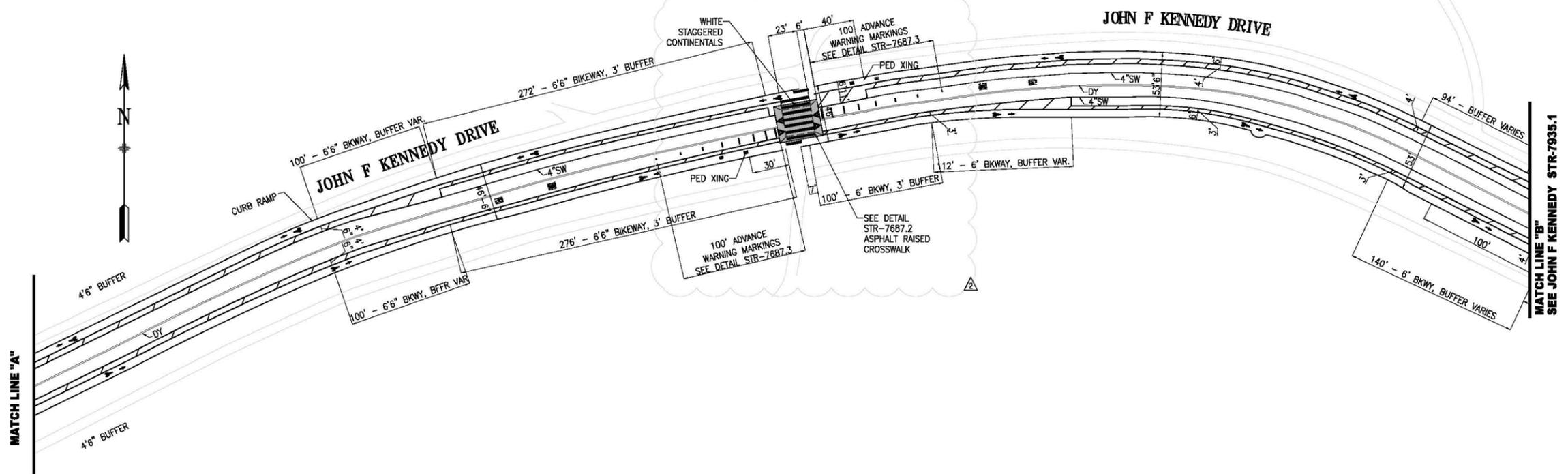
PROPOSED TRAFFIC STRIPING

STOW LAKE DRIVE
JFK DRIVE TO MLK JR DRIVE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO. 5

FILE NAME:
DATE: --/--/---

NOTE: ALL CROSSWALKS STANDARD WHITE CONTINENTAL UNLESS OTHERWISE NOTED



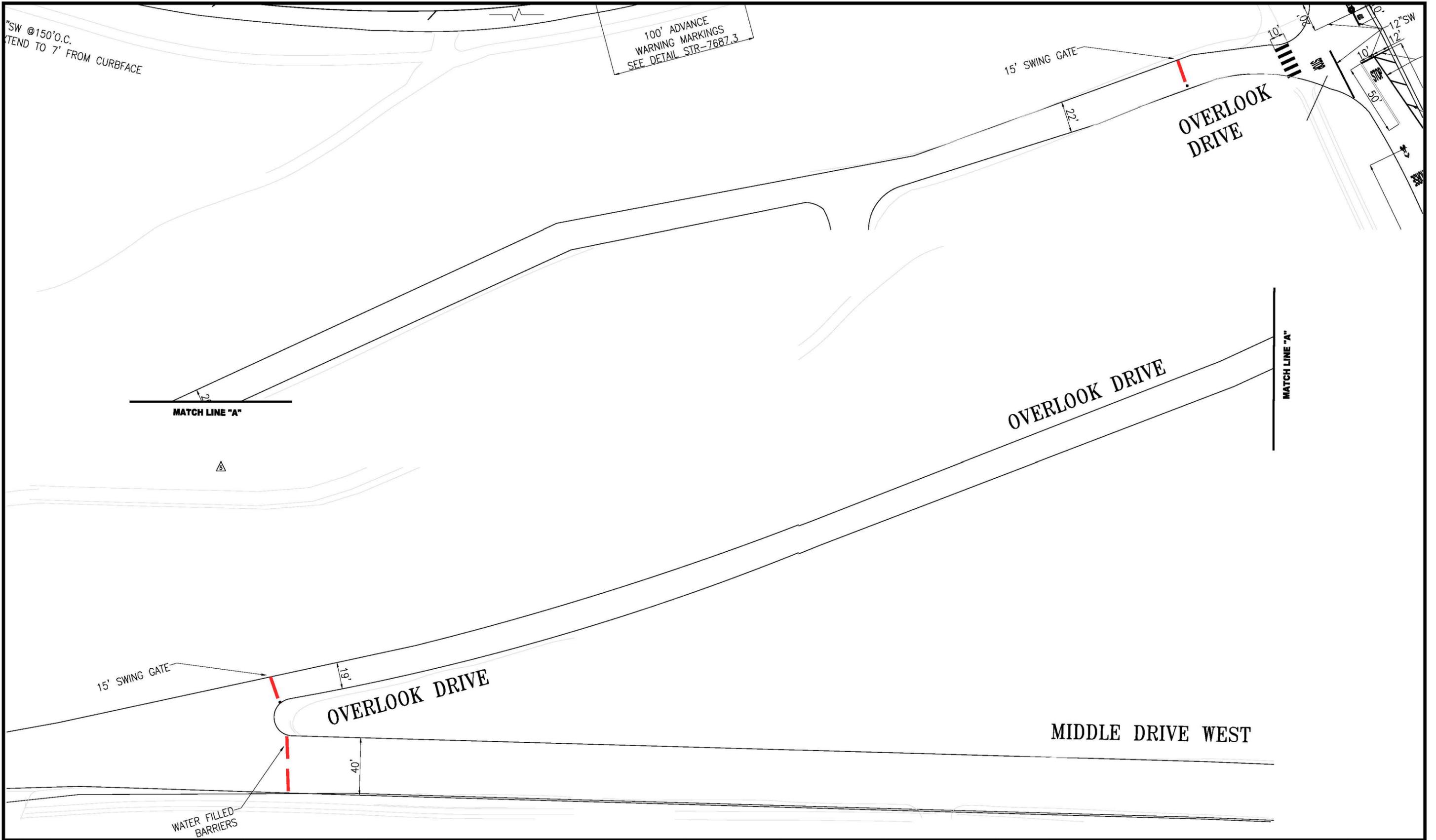
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07/09/12		TABLE OF REVISIONS		
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SUPERCEDES STR-7662		APPROVED		SCALE:
DRAWN:	DATE:	BRIDGET SMITH 03/08/12	SENIOR ENGINEER	1"=50'
A.PICCAGLI	3/12			
CHECKED:	DATE:	RICARDO OLEA 03/08/12	CITY TRAFFIC ENGINEER	SHEET/SHEETS:
M.SALLABERRY	3/12			1 OF 5

PROPOSED TRAFFIC STRIPING		CONTRACT NO.
JOHN F. KENNEDY DRIVE		DRAWING NO.
CROSS OVER DRIVE TO STOW LAKE DRIVE		STR-XXX
		FILE NO.
		REV. NO.
		2

EXTERNAL REFERENCES:
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 SCALE FACTOR:
 PLOT SCALE:
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 ORIGIN: OPERATIONS
 DATE:



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



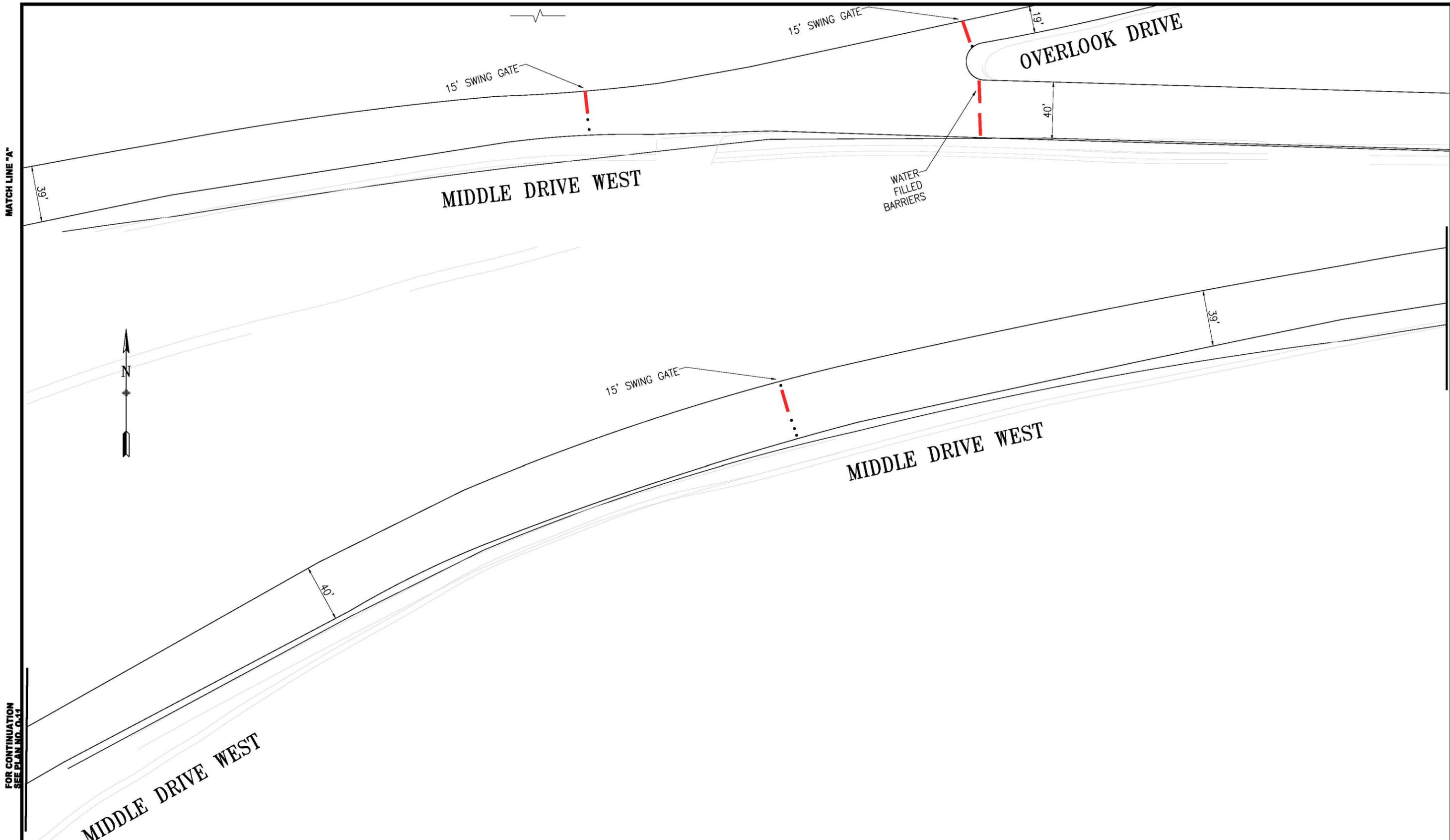
DRAWN: I. TROUT		DATE: 12/2021		APPROVED		SCALE: NTS	
CHECKED:		DATE: 08/2003		SENIOR ENGINEER		SHEET/SHEETS: 01 OF 01	
				CITY TRAFFIC ENGINEER			

PROPOSED TRAFFIC STRIPING

OVERLOOK DRIVE
TRANSVERSE DRIVE TO MIDDLE DRIVE WEST

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO. 5

FILE NAME:
DATE: --/--/---



MATCH LINE "A"

MATCH LINE "A"

FOR CONTINUATION
SEE PLAN NO. 0-41

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:	DATE:	SENIOR ENGINEER	DATE:
I. TROUT	12/2021		
CHECKED:	DATE:	CITY TRAFFIC ENGINEER	DATE:
	08/2003		

APPROVED	

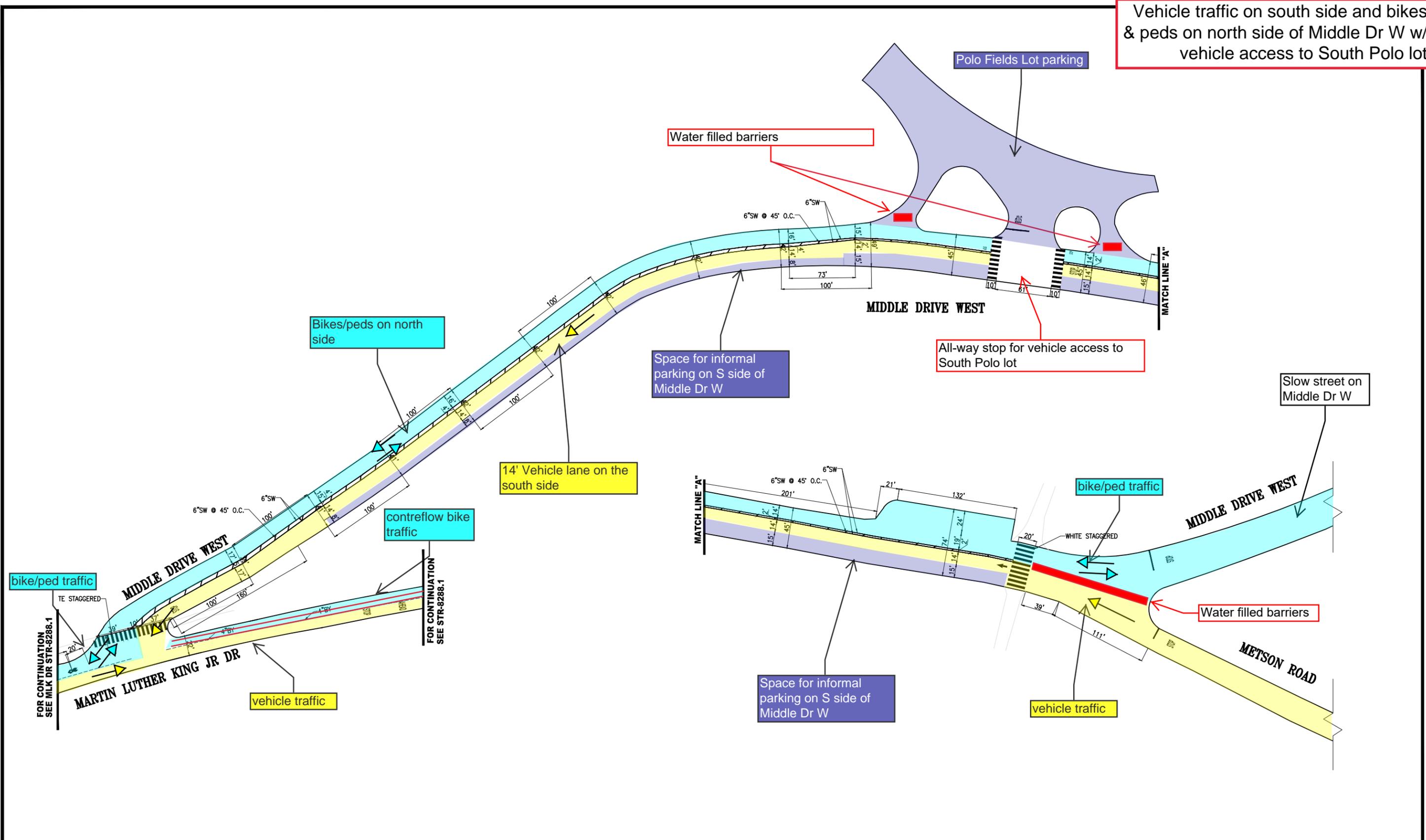
SCALE:
NTS
SHEET/SHEETS:
01 OF 01

PROPOSED TRAFFIC STRIPING
MIDDLE DRIVE WEST
OVERLOOK DRIVE TO METSON LAKE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
5

FILE NAME:
DATE: ---/---/---

Vehicle traffic on south side and bikes & peds on north side of Middle Dr W w/ vehicle access to South Polo lot



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



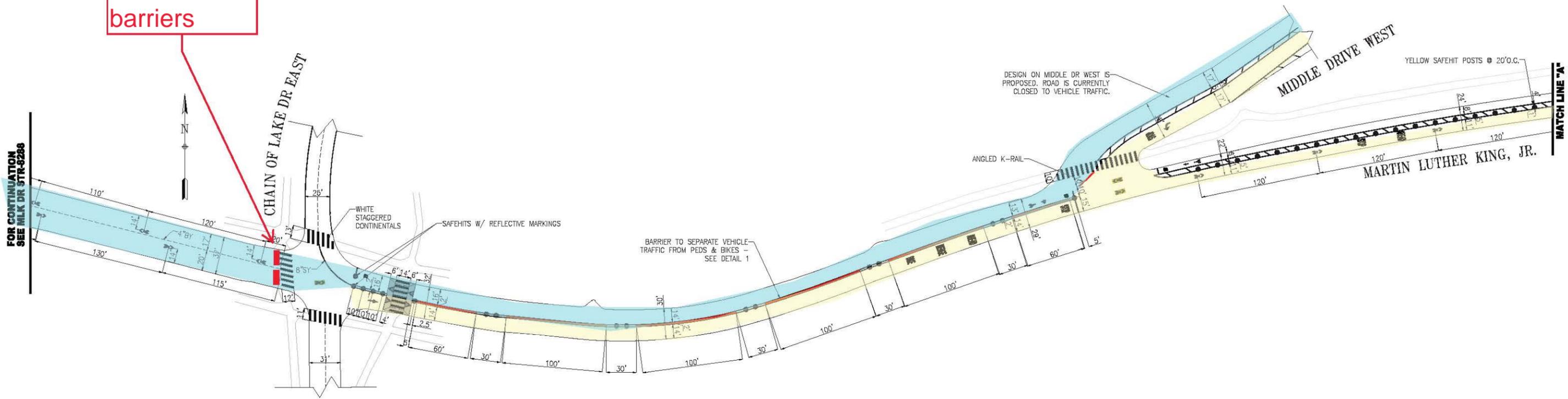
DRAWN: A. MATHEWS		DATE: 06/2021		APPROVED		SCALE: 1" = 50'	
CHECKED:		DATE:		SENIOR ENGINEER		DATE:	
				CITY TRAFFIC ENGINEER		DATE:	

PROPOSED TRAFFIC STRIPING
DRAFT FOR PLANNING PURPOSES ONLY
MIDDLE DRIVE WEST
MARTIN LUTHER KING JR DRIVE TO METSON RD

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

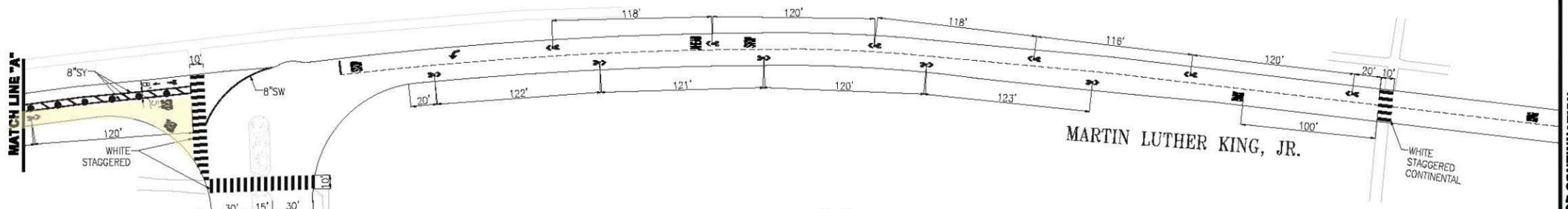
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DATE: / /

water filled barriers



FOR CONTINUATION
SEE MLK DR STR-8288

MATCH LINE "A"



FOR CONTINUATION
SEE MARTIN LUTHER KING DR, STR-7976

BARRIER DETAIL 1
NTS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

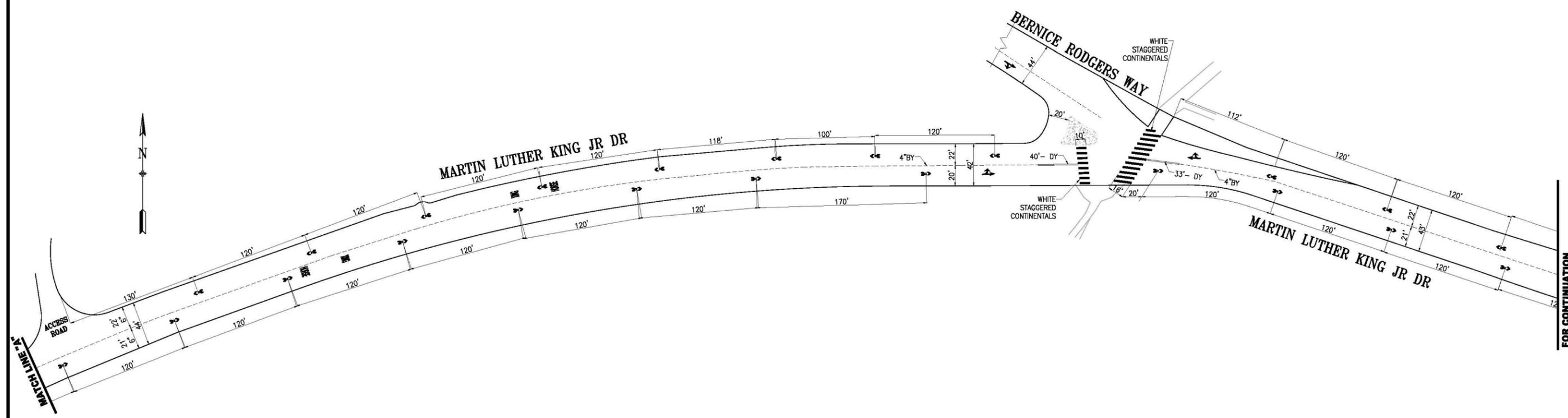
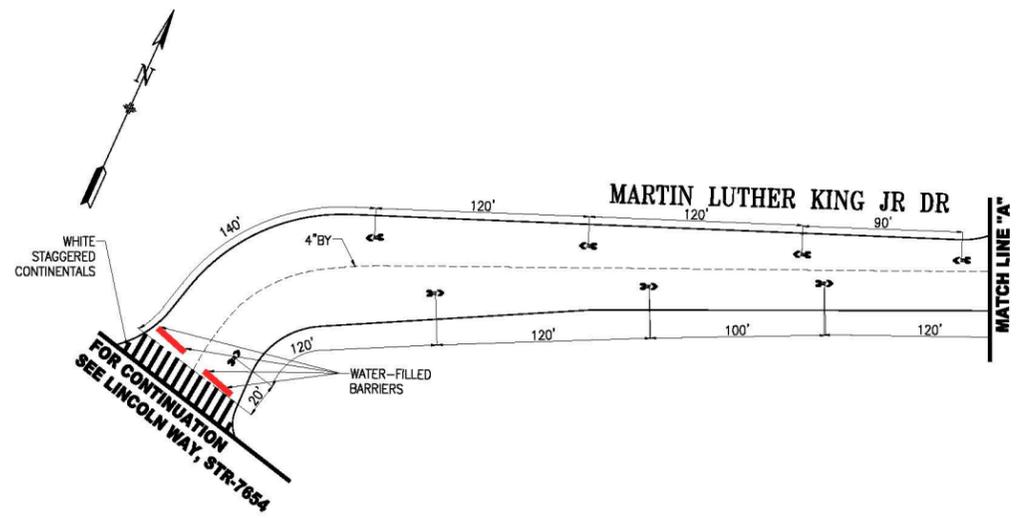


APPROVED		SCALE:	
		1" = 50'	
DRAWN:	DATE:	SENIOR ENGINEER	DATE:
A. MATHEWS	07/2021		
CHECKED:	DATE:	CITY TRAFFIC ENGINEER	DATE:

PROPOSED TRAFFIC STRIPING	
MARTIN LUTHER KING, JR. DRIVE CHAIN OF LAKES DRIVE TO SUNSET BLVD	

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME:
DATE: --/--



FOR CONTINUATION
SEE MARTIN LUTHER KING DR, STR-6288.1

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SUPERSEDES
STR-4065.6 REV6

DRAWN: I. TROUT
DATE: 12/01/2021

CHECKED: _____
DATE: _____

APPROVED

SENIOR ENGINEER DATE: _____

CITY TRAFFIC ENGINEER DATE: _____

SCALE:
1" = 50'

SHEET/SHEETS: _____

PROPOSED TRAFFIC STRIPING

MARTIN LUTHER KING DRIVE
LINCOLN WAY TO BERNICE RODGERS WAY

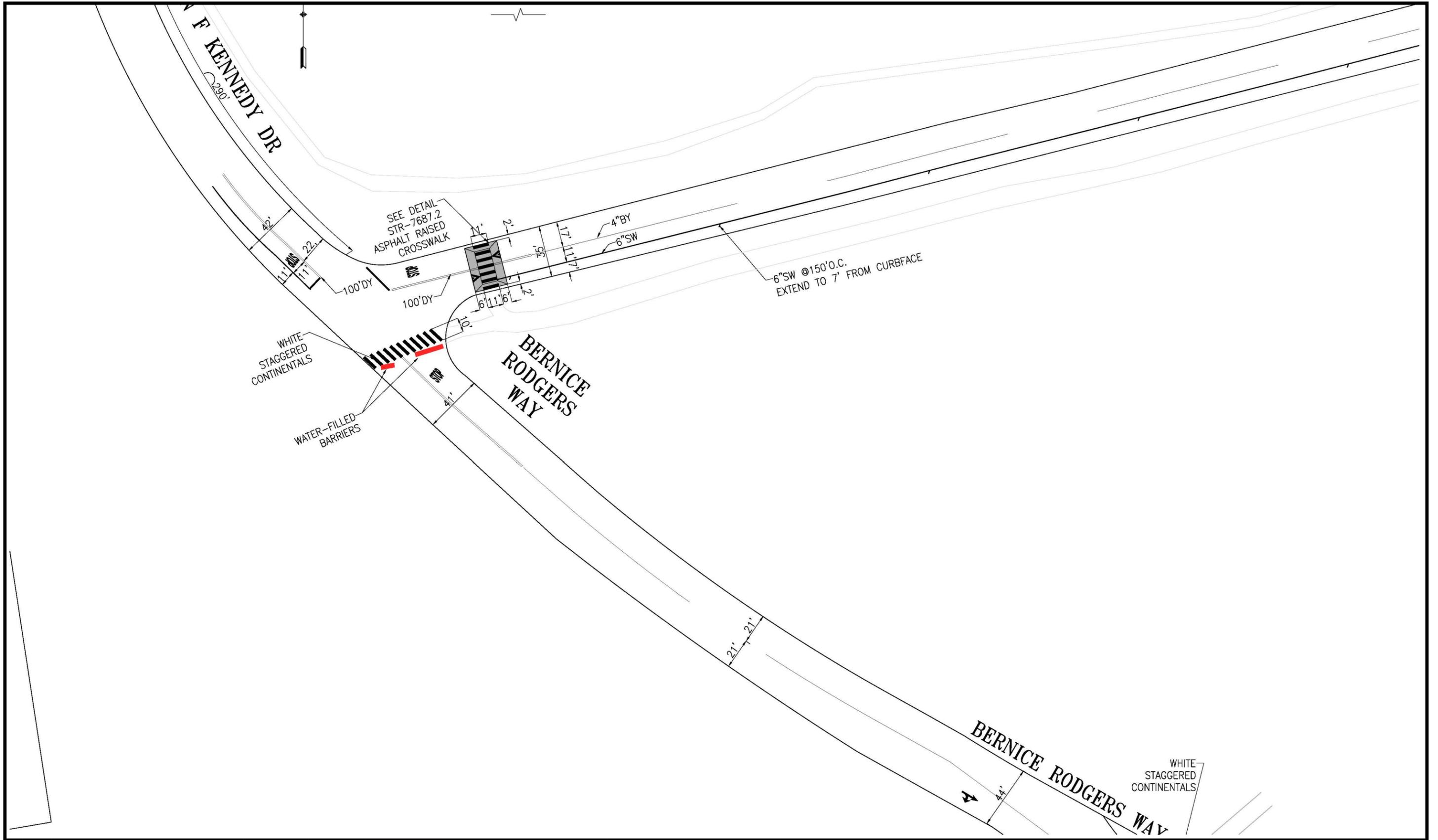
CONTRACT NO. _____

DRAWING NO. STR-XXXX

FILE NO. _____

REV. NO. 0

FILE NAME: ---/---/---
DATE: ---/---/---



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



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DRAWN: I. TROUT	DATE: 12/2021
CHECKED:	DATE: 08/2003

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE: NTS
SHEET/SHEETS: 01 OF 01

TRAFFIC STRIPING
BERNICE RODGERS WAY JFK DRIVE TO MLK JR DR

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO. 5

FILE NAME:
DATE: --/--

**SAN FRANCISCO RECREATION & PARK COMMISSION
RESOLUTION NUMBER 0506-010**

RESOLUTION APPROVING A SURFACE VEHICULAR CIRCULATION PLAN WHICH PROVIDES FOR VEHICULAR DROP-OFF FOR VISITORS TO THE MUSIC CONCOURSE FROM THE NORTH AND SOUTH, AND PROHIBITS THE USE OF THE MUSIC CONCOURSE FOR CUT-THROUGH AUTOMOBILE TRAFFIC (OPTION 2A); AND ADOPTING ENVIRONMENTAL AND OTHER FINDINGS THAT THE SELECTED CIRCULATION PLAN OPTION IS CONSISTENT WITH PROPOSITION J AND THE GOLDEN GATE PARK MASTER PLAN; AND RECOMMENDING THAT THE BOARD OF SUPERVISORS TAKE ACTIONS WITHIN ITS JURISDICTION RELATED TO THE CONCOURSE AUTHORITY PROJECTS.

WHEREAS, the principal purposes of Proposition J (also known as the Golden Gate Park Revitalization Act of 1998) are (1) to create a pedestrian oasis in the Music Concourse area of Golden Gate Park; and (2) to take steps to reduce the impact of automobiles in the Park, while still providing long-term assurance of safe, reliable and convenient access for visitors to the Park, including its cultural institutions; and

WHEREAS, since May 1999, the Concourse Authority has implemented an extensive community-based design and development process (more than 100 public hearings have been held) to consider a series of projects, plans and programs intended to address the provisions of Proposition J and accomplish its stated principal purposes; and

WHEREAS, On July 24, 2003, the Planning Commission, after a duly noticed public hearing, certified the Final Environmental Impact Report (the "EIR") for the Golden Gate Park Concourse Authority Projects (Planning Case No. 2001.9115E) in compliance with the provisions of the California Environmental Quality Act (Cal. Public Resources Code Sections 21000 et seq., hereinafter "CEQA"); the State CEQA Guidelines (Cal. Code of Regulations Title 14, sections 15000 et seq.); and Chapter 31 of the San Francisco Administrative Code. Said Motion and related documents are incorporated herein by reference; and

WHEREAS, On November 16, 2004, the Planning Department issued a Final EIR Addendum concerning a dedicated access route beginning at the intersection of 9th Avenue and Lincoln Way and proceeding to the southern entrance/exit of the Music Concourse Underground Parking Facility. Said Final EIR Addendum is incorporated herein by reference; and

WHEREAS, The Final EIR files and other Project-related Planning Department, Concourse Authority, and Recreation and Park Department files, including the Final EIR, the Final EIR Addendum, and various project approval actions are available for review by the Commission and the public. The Planning Department files are available at 1660 Mission Street in San Francisco. The Concourse Authority and Recreation and Park

Department files are available at McLaren Lodge, 501 Stanyan Street in San Francisco. These files are part of the record before the Commission and are incorporated herein by reference; and

WHEREAS, the Concourse Authority began evaluating a broad range of surface vehicular circulation plans and alternatives for the Music Concourse area beginning in 2003, and has sponsored and facilitated a number of public discussions with the community, Park institutions, public agencies and city departments; and

WHEREAS, at its meeting on July 14, 2004, the Concourse Authority eliminated from further consideration Circulation Option 3 (which provided for a circular drop-off area at the northeast end of the Music Concourse; and Circulation Option 4 (which provided for two-way through traffic on the north side of the Music Concourse); and

WHEREAS, at its meeting on July 14, 2004, the Concourse Authority directed staff to further evaluate Circulation Option 1 (through traffic in the Music Concourse) and Circulation Option 2 (no through traffic allowed; visitor drop-off allowed from the south via MLK Drive only); and

WHEREAS, Circulation Option 1 and Circulation Option 2 were discussed further at the Concourse Authority's regular meetings in April and May 2005, together with Circulation Option 2A - introduced at the Authority's April meeting as a "hybrid" plan – (prohibits cut-through automobile traffic in the Music Concourse; visitor drop-off to the Music Concourse allowed from both north (via JFK Drive) and south (via MLK Drive); and

WHEREAS, staff recommends that Circulation Option 2A (which prohibits automobile cut-through traffic, but allows for visitor drop-off to the Music Concourse from both north (via JFK Drive) and south (via MLK Drive) is (1) superior to all other vehicular circulation options evaluated; (2) offers the most sensitive balancing of various interests; and (3) represents the circulation plan option that best addresses the Proposition J and its stated principal purposes;;

WHEREAS, on June 14, 2005, the Concourse Authority held a duly noticed public hearing to discuss and possibly take action on one of the three Circulation Options and the results of that hearing have been reported to this Commission at today's hearing; now, therefore, be it

RESOLVED, That the Recreation and Park Commission hereby selects Circulation Option 2A, the purpose of which is to (1) eliminate 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 MLK Drive; which purposes shall be accomplished by the following measures:

- (1) Add up to three (3) additional stop signs to the Surface Improvement Plan design;

- (2) Narrow the Concourse roadways and add dedicated bike lanes;
- (3) In collaboration with the DPT Bicycle Program Management and the bicycle advocacy community, explore the feasibility of narrowing the dedicated bike lanes in the Music Concourse and proportionally extending the textured paving;
- (4) Explore the feasibility of relocating the bike lanes to the inside of the Concourse roadway, nearest the bowl;
- (5) Install signs which prohibit cut-through traffic in the Music Concourse
- (6) Install sections of textured paving directly adjacent to seven crosswalks in the Music Concourse to calm and slow destination traffic and discourage cut-through traffic;
- (7) Install 17 pedestrian crosswalks in the Music Concourse and adjacent area, as approved in the Surface Improvement Plan;
- (8) Monitor the operation of the approved circulation plan to monitor its effectiveness and to determine what additional measures, if any, should be taken to realize the stated purposes of Circulation Option 2A; and, be it

FURTHER RESOLVED, That the Commission urges the Board of Supervisors to adopt a resolution in support of (1) a double-fine zone; and (2) a 15 miles per hour speed limit in the Music Concourse; and, be it

FURTHER RESOLVED, That the Commission urges the San Francisco Police Department and the Recreation and Park Department Park Patrol personnel to provide effective enforcement of the signage and regulations to optimize the effectiveness of Circulation Option 2A and to fulfill its stated purposes; and, be it

FURTHER RESOLVED, That the Commission hereby determines that Circulation Option 2A is in conformity with the Golden Gate Park Master Plan, the Concourse Special Area Plan, and Proposition J; and, be it

FURTHER RESOLVED, That as part of this selection the Commission reviewed and considered the Final EIR, Addendum, and the EIP memorandum to the executive director of the Authority, dated June 10, 2005, and confirmed with the Planning Department that this memorandum's conclusions are appropriate; and, be it

FURTHER RESOLVED, That the Commission hereby determines that Circulation Option 2A leads to traffic impacts at the intersections of MLK Drive/Middle Drive East and JFK Drive/Middle Drive East, as identified in the Final EIR under Alternative C: Phase I with MUNI and Emergency Vehicle Access, pages 212-214; and that mitigation measures attached hereto as Exhibit A are necessary to reduce the impacts at the above-mentioned intersections to a level of insignificance; and, be it

FURTHER RESOLVED, That the Commission finds that said measures have become feasible as associated with the approval action contemplated herein, and implementation of these measures will reduce the identified traffic impacts to a level of insignificance; and, be it

FURTHER RESOLVED, That the Commission finds that the mitigation measure for MLK Drive/Middle Drive East or its equivalent can be accommodated in the design for the dedicated access route, and hereby adopts the mitigation measures described in Exhibit A, and the mitigation monitoring and reporting program attached hereto as Exhibit B; and, be it

FURTHER RESOLVED, That the Commission finds on the basis of substantial evidence in light of the whole record that: (1) modifications incorporated into the Project as part of today's action will not require important revisions to the Final EIR or Addendum due to the involvement of new significant environmental effects or substantial increase in the severity of previously identified significant effects; (2) no substantial changes have occurred with respect to the circumstances under which the Project was undertaken that would require major revisions to the Final EIR or Addendum due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Final EIR and Addendum; and (3) no new information of substantial importance to the Project has become available since the Planning Commission's certification of the Final EIR and Planning Department's issuance of the Final EIR Addendum that would indicate (a) the Project will have significant effects not discussed in the Final EIR; (b) significant environmental effects will be substantially more severe; (c) with the exception of the Authority's and Commission's adoption of the aforementioned feasible mitigation measures, no other mitigation measures or alternatives found not feasible which would reduce one or more significant effects have become feasible; or (d) mitigation measures or alternatives which are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment; and be it

FURTHER RESOLVED, That the Commission urges the Board of Supervisors to approve Circulation Option 2A as the most desired plan for controlling vehicular access to, within and through the Music Concourse area of Golden Gate Park.

Adopted by the following vote

Ayes	4
Noes	0
Absent	2

I hereby certify that the foregoing resolution was adopted at the Recreation and Park Commission meeting held on June 16, 2005.



Ashley Summers, Commission Liaison

RECREATION AND PARK COMMISSION
City and County of San Francisco
Resolution Number 2203-001

GOLDEN GATE PARK ACCESS AND SAFETY PROGRAM

WHEREAS, The Recreation and Park Commission is committed to achieving Vision Zero goals of car-free streets; and

WHEREAS, The Recreation and Park Commission is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and

WHEREAS, The Golden Gate Park Access and Safety Program aims to improve traffic safety, improve bicycle connectivity, and expand public open space in Golden Gate Park; and

WHEREAS, The Golden Gate Park Access and Safety Program follows extensive public outreach, including through notifications to residents and owners of property abutting the streets that are proposed to be closed to private vehicles and through a publicly available internet website that has information about the closures and instructions for participating in the public engagement process, and the public received the opportunity to comment on the proposed vehicle restrictions at numerous public meetings, site tours, community events including at this hearing; and

WHEREAS, The overall public opinion for the vehicle-restricted streets in Golden Gate Park during the COVID-19 pandemic has been positive and supportive to continue these vehicle restrictions in the future; and

WHEREAS, The streets proposed to be restricted are no longer needed for private vehicle traffic, and the restriction would leave a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic; and

WHEREAS, The proposed restriction on private vehicles would be necessary for the safety and protection of persons who are to use those streets during the restriction; and

WHEREAS, The Recreation and Park Commission action at this hearing does not constitute an approval of the Golden Gate Park Access and Safety Program for purposes of the California Environmental Quality Act, (CEQA); rather, it is a recommendation to the Board of Supervisors; and

WHEREAS, The Planning Department has reviewed the Golden Gate Park Access and Safety Program under CEQA to assist the Board of Supervisors' decision whether to approve the Program, and that determination was before the Recreation and Park Commission at this hearing, for informational purposes; now, therefore, be it

RESOLVED, That the Recreation and Park Commission supports the Golden Gate Park Access and Safety Program, which includes restricting private vehicles on street segments in Golden Gate Park including on JFK Drive to implement slow streets, creating new bicycle facilities, making certain streets segments one-way and making additional policy improvements associated with improving Park accessibility, equity, and mobility as described in this staff report to the San Francisco Board of Supervisors; and be it further

RESOLVED, That Recreation and Park Commission urges the Board of Supervisors to adopt the Golden Gate Park Access and Safety Program, as described herein; and be it further

RESOLVED, That the Recreation and Park Commission directs staff to consider options for future taxi access to park institutions.

Adopted by the following vote

Ayes	5
Noes	2
Absent	0

I hereby certify that the foregoing resolution was adopted at the Recreation and Park Commission meeting held on March 10, 2022.



Ashley Summers, Commission Liaison

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 220310-020

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals of car-free streets; and

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and

WHEREAS, The Golden Gate Park Access and Safety Program aims to improve traffic safety, improve bicycle connectivity, and expand public open space in Golden Gate Park; and

WHEREAS, The Golden Gate Park Access and Safety Program follows extensive public outreach, including through notifications to residents and owners of property abutting the streets that are proposed to be closed to private vehicles and through a publicly available internet website that has information about the closures and instructions for participating in the public engagement process, and the public received the opportunity to comment on the proposed vehicle restrictions at numerous public meetings, site tours, community events including at this hearing; and

WHEREAS, The overall public opinion for the vehicle-restricted streets in Golden Gate Park during the COVID-19 pandemic has been positive and supportive to continue these vehicle restrictions in the future; and

WHEREAS, The streets proposed to be restricted are no longer needed for private vehicle traffic, and the restriction would leave a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic; and

WHEREAS, The proposed restriction on private vehicles would be necessary for the safety and protection of persons who are to use those streets during the restriction; and

WHEREAS, The San Francisco Municipal Transportation Agency Board of Directors action at this hearing does not constitute an approval of the Golden Gate Park Access and Safety Program for purposes of the California Environmental Quality Act, (CEQA); rather, it is a recommendation to the Board of Supervisors; and

WHEREAS, The Planning Department has reviewed the Golden Gate Park Access and Safety Program under CEQA to assist the Board of Supervisors' decision whether to approve the Program, and that determination was before the San Francisco Municipal Transportation Agency Board of Directors at this hearing, for informational purposes; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors supports the Golden Gate Park Access and Safety Program, which includes restricting private vehicles on street segments in Golden Gate Park including on JFK Drive to implement

slow streets, creating new bicycle facilities, making certain streets segments one-way and making additional policy improvements associated with improving Park accessibility, equity, and mobility as described in this staff report to the San Francisco Board of Supervisors; and be it further

RESOLVED, That San Francisco Municipal Transportation Agency Board of Directors urges the Board of Supervisors to adopt the Golden Gate Park Access and Safety Program, as described herein; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors directs staff to consider options for future taxi access to park institutions.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 10, 2022.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Alerts FINAL UPDATE: Incident train has exited the subway. Slow moving IB #subwaysvc has cleared. https://t.co/bQS4UbgCOB (More: 28 in last 48 hours) (/tweets/sfmta_muni)

(/signup-Subscribealerts?type=new&qsp=CASFMTA_2)

COVID-19 page (/COVID19) / La página COVID-19 (/es/projects/covid-19-developments-response) / COVID-19網頁 (/zh-hant/projects/covid-19-developments-response) / Ang pahina ng COVID-19 (/tl/projects/covid-19-developments-response)



JFK Drive Protected Bikeway

San Francisco's first parking-protected bikeway

Home (/) / Projects (/sfmta-projects) / John F. Kennedy Drive Separated Bikeways

John F. Kennedy Drive Separated Bikeways

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Project Introduction

The SFMTA implemented San Francisco's first parking-protected bikeway in Spring of 2012 along the eastern end of John F. Kennedy Drive in Golden Gate Park. The bikeway offers a wide, comfortable place for people to bicycle that is protected from moving vehicles, freeing the adjacent paths for people walking or jogging.

Project Status:  Completed

Improvements



New parking-protected and buffered bike lanes



Improved crosswalks and slower traffic speeds



New blue zones

Neighborhoods

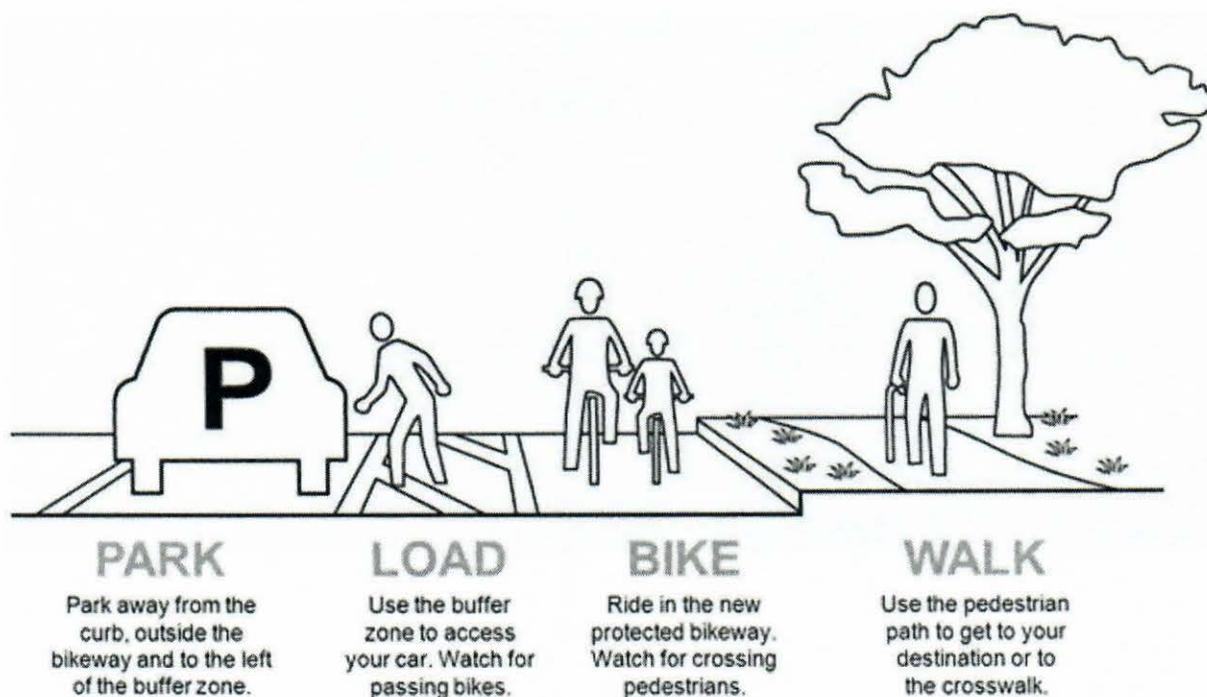
Golden Gate Park (/neighborhoods/golden-gate-park)

The goal of the John F. Kennedy (JFK) Drive bikeway is to make the park road accessible and safe for all users, including people bicycling of all ages and abilities. In public meetings and through our online surveys, San Franciscans expressed their interest in slowing down traffic, increasing safety, and maintaining the family-friendly nature of Golden Gate Park. Here is how the new design addresses the project goals:

- **Safer Speeds:** Before the bikeway was implemented, JFK Drive served as a fast-moving thoroughfare, with an average speed of over 30 mph. The new reduced width of JFK Drive reduced vehicle speeds to the speed limit and below. Also, by adding protection from moving cars, new and cautious bike riders can ride at a speed that is more comfortable for them, while more confident riders are encouraged to slow down and enjoy the park.
- **Increased Bicycling:** Designs like those used for the JFK bikeway have been successful in other cities at encouraging more people to try bicycling by giving them a separate space, away from the rush of moving vehicles. It is important to note that this facility is designed for the new or cautious bike rider who does not mind going a little more slowly in exchange for the protection that a protected bikeway offers.
- **Family-Friendly Park:** JFK Drive was chosen over other streets in the city for a number of different reasons. One of these is that the park is a place for recreation and family enjoyment; the purpose of JFK Drive should not be to get people to their destinations as quickly as possible, but to provide a community environment where different types of road

users are patient and respectful of others.

How to use the Bikeway



Bicycling

- Enter and leave the bikeway at intersections and stay clear of the buffer zone.
- Be alert for people crossing the bikeway to/from parked vehicles and loading/unloading in the buffer zone.
- Obey all signs and markings and yield to pedestrians using crosswalks.
- To make left turns, either:
 - Ride through to the far side of the intersection, stop, turn to the left, and wait in the buffer zone next to the bike lane to cross when it is safe; or
 - Merge before the intersection and turn from the left-most travel lane that is shared with vehicles.
- At intersections and driveways, be alert for turning vehicles.

Driving

- Always be alert for people biking and walking at intersections and yield to people in crosswalks.
- To turn right, yield to people biking approaching the intersection and then merge into the right turn lane that is shared with bike riders continuing straight.

Parking

- Park away from the curb, along the buffer zone.

- Use the buffer zone to exit and access your car.
- Look for people biking before crossing the bikeway.
- Those requiring a curb ramp should travel along the buffer zone between their vehicle and the nearest ramp.

Contact Information

Miriam Sorell

Miriam.Sorell@sfmta.com (mailto:Miriam.Sorell@sfmta.com)



Project Updates

JFK Drive Bikeway Final Evaluation
(/node/986)

Related Content



Golden Gate Park Traffic Safety Project

This project aims to enhance the safety of all Golden Gate Park users.
(/node/632)

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BOARD OF SUPERVISORS
SAN FRANCISCO

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