# APPENDIX A:
# Equitable Park Access Literature Review

# A.1 Purpose

This memo reviews approaches from four cities on how to evaluate and improve park access equity and establishes equity evaluation frameworks to identify considerations for the study and potential approaches to assess equity.

Many park equity studies focus on proximity of parks to households and identifying vulnerable populations in need of park access. However, in 2017 San Francisco became the first city in the US where all residents live within a 10-minute walk to a park.[1] Additionally, San Francisco's Recreation and Parks Department (RPD) established Park Equity Zones in 2016to create a baseline of park services and resources in low-income and disadvantaged communities.[2] Equity Zones allow RPD to identify disparities between communities within Equity Zones and the city as a whole and make investment to close them. Park Equity Zones do not distinguish between neighborhood and regional parks and are made up of the top 20 percent of census tracts that are defined by the State of California as having the highest concentration of residents exhibiting one or more vulnerability characteristics including asthma, low birthweight, low education, poverty, linguistic isolation, or unemployment.[3] This limits the amount of peer city research that is applicable to the GGP Equity Study and results in a short list of studies that look at equitable access to regionally significant parks or open space areas. The plans reviewed in this study were selected because their focus on barriers to equitable access to regionally significant parks is particularly relevant when considering Golden Gate Park access.

**Park Equity Studies:**

- **King County, Washington:** Connecting People to Parks in King County A Transit-to-Parks GIS Analysis
- **Albuquerque, New Mexico:** Next Stop: Equitable Access 2020 A Transit to Parks Analysis
- **Los Angeles, California:** Next Stop: More Access to Open Spaces, A Transit to Parks Strategic Plan
- **San Mateo, California:** San Mateo County Coastside Access

1 SFWeekly, **All of SF Lives Within a 10-minute Walk of a Park**, 2017.

2 San Francisco Recreation and Parks, **Measuring Equity Across SF's Parks**, 2016.

3 San Francisco Recreation and Parks, **SF Parks Score High, Continue to Improve in Maintenance, Report Finds**, 2019.

**Equity Frameworks:**

- **STEPS Framework:** created by Booz Allen Hamilton, the Federal Highway Administration, and UC Berkeley in 2018
- **Greenlining Institute Equity Framework:** created by the Greenlining Institute in 2018

# A.2 Park Equity Studies

## KING COUNTY, WASHINGTON

**Connecting People to Parks in King County: A Transit-to-Parks GIS Analysis by The Wilderness Society, 2019**[1]

The King County study used GIS to analyze transit access to parks in King County and identified opportunity areas to focus future investments. Opportunity areas are neighborhoods that do not have good transit access to parks and have high concentrations of highly vulnerable populations (based on health, environmental, and demographic factors). The study defined good transit access to parks as people being able to reach at least two community and regional parks, including one high-quality park, within 45 minutes of leaving their home. This means that the transit trip and walk to and from the bus stops must all add up to 45 minutes or less.

The study identifies five relevant opportunity areas, listed below.

1. Focus transit to park investments, including route and stop changes, on connecting opportunity areas to community and regional parks.
2. Understand park quality and conduct a comprehensive park needs assessment, recognizing that improving park quality can support equitable park access.
3. Create more transit opportunities for underserved communities to reach parks by transit, especially during weekend periods when demand for park trips is higher and transit frequency is lower.
4. Develop and increase strategic advertisement about transit service, including through partnerships with community business organizations.
5. Promote the connection between parks and public health benefits through relevant programming and partnerships to encourage park visits.

1 **Connecting People to Parks in King County, A Transit-to-Parks GIS Analysis**, The Wilderness Society, June 2019

## ALBUQUERQUE, NEW MEXICO

**Next Stop: Equitable Access Transit to Parks Analysis by The Wilderness Society, 2020**[1]

The Equitable Access Transit to Parks study identified populations in the Albuquerque region that are in need of increased transit access to parks, using GIS analysis of park, transit, and demographic data. The study process also established coalition partners who helped to define vulnerable populations and destination parks that the coalition partners themselves would be most likely to visit by transit.[2] The study defined good transit access to parks as access to at least two community and regional parks, including one hiking or multi-use open space area, within a total door to door trip time of 30 minutes, including time spent traveling to the bus stop and waiting for the bus. The GIS analysis of trip times was conducted using transit travel times for a Saturday morning from 8 a.m. – 12 p.m. and a Wednesday afternoon from 4 p.m. – 8 p.m., to reflect the hours at which coalition partners indicated they'd be most likely to visit a park.

The study found that only 24.7 percent of Albuquerque's most vulnerable populations have good transit access to parks during the week. The study also found a 10 percent decrease in the proportion of vulnerable communities that can reach larger parks and open spaces within 30 minutes by transit on weekends. Recommendations include:

1. Increase weekend transit service to address the access gap created by lower weekend frequencies
2. Create a pilot program to add dedicated transit lines between destination parks and neighborhoods with high vulnerability and low transit access
3. Improve bicycle infrastructure to increase multimodal travel options and safe bike connections to destination parks

## LOS ANGELES COUNTY, CALIFORNIA

**Next Stop: More Access to Open Spaces, A Transit to Parks Strategic Plan by LA Metro**[3]

The purpose of the Transit to Parks Strategic Plan was to determine strategies to increase access to parks and open spaces, especially for communities of need. The study included analysis of demographic, transit, and parks data, a technical advisory committee, and case studies from other cities. The study defined good quality access to parks using measures of both transit and walking access. High quality transit access was defined as access to a park of interest within 30 minutes, including wait time, by lines

1 **Next Stop: Equitable Access, A Transit to Parks Analysis**, The Wilderness Society, 2020

2 Characteristics of vulnerable populations are based on sociodemographic, environmental, and health factors. Sociodemographic factors include age, race, income, vehicle ownership, english proficiency, employment status, household size; environmental factors include tree canopy, air pollution exposure, traffic exposure, floodplain areas, park access, and exposure to respiratory hazards; health factors include obesity, life expectancy, asthma hospitalizations, chronic disease, ambulatory difficulty, access to health insurance

3 **Next Stop: More Access to Open Spaces, A Transit to Parks Strategic Plan**, LA Metro, 2019

with 15 minute or more frequent headways at nights and on weekends. High quality walking access was defined as a 5 minute or ¼ mile walk. Communities of need were determined using demographic characteristics (characteristics shown in Figure 3), and the study advisory committee gave additional weight to measures of obesity, youth, senior populations, and communities of color.

The study noted that 41 percent of lower income households in Los Angeles do not have immediate access to a park and found that 22 percent of parks within the county do not have high-quality transit service. The study also found that access to premier open space areas, including beach and mountain parks, is particularly limited. Only 3 percent of LA County residents live within a ½ mile of a bus stop that goes to a mountain destination, and only 22 percent of LA County residents live within a ½ mile of a bus stop that services beach destinations. To improve park access the study recommends the following:

1. Establish a local bus or circulator connection that can help connect people to parks as well as other destinations
2. Establish Community Park Express services that provide direct service between neighborhood pickup hubs and select parks
3. Enhance bus schedules to ensure that bus routes serving regional parks operate on Saturdays, Sundays, and Holidays during daylight hours, and that weekend service operates at least every 30 minutes
4. Use rail connectors to reduce barriers to park access for communities that have access to the rail network
5. Establish and subsidize on-demand service to shorten wait times and provide direct service to parks in areas with lower demand

## SAN MATEO COUNTY, CALIFORNIA

**San Mateo County Coastside Access by Nelson Nygaard and Fehr & Peers, 2015**[1]

This Coastside Access Study looks at access capacity and visitor demand for San Mateo parks by analyzing current conditions and developing a forecast of how visitor access might change in the future. The study looked at ridership on two transit lines serving coastal parks, the Devil's Slide Ride and SamTrans Route 17, and found low ridership on both. The study authors attribute low ridership on the Devil's Slide Ride to low awareness of the service, and low ridership on SamTrans Route 17 to infrequent headways, as the line only runs once an hour during the week and once every two hours on weekends.

1 **San Mateo County Coastside Access**, Nelson Nygaard and Fehr & Peers, 2015

The study identified multimodal access barriers including incomplete active transportation networks, infrequent transit service, and high parking occupancies, which guided the following recommendations to improve park access by non-driving modes:

1. Fill gaps in the bike and pedestrian network to connect neighboring residential areas to coastal parks
2. Establish frequent (20 minutes or less), no cost regional transit service during weekend daylight hours
3. Add regional paid parking to encourage higher vehicle occupancies, travel by non-driving modes, and fund alternative transportation options such as a regional shuttle service

## A.3 Equity Frameworks

It is imperative to plan equitable transit investments and policy interventions by prioritizing the needs of low-income people of color in order to address the historical disinvestment they have experienced. Equity tools are designed to reduce inequities and improve success in the planning process with explicit considerations for racial and economic decisions around policies, programs, and investments. This section outlines three equity assessment tools for consideration in the Golden Gate Park Equity study, with a goal to evaluate equity of the eastern half of the park, as well as the equity impacts of the various JFK alignments developed by SFMTA and RPD.

### STEPS FRAMEWORK[1]

**Travel Behavior: Shared Mobility and Transportation Equity by U.S. Department of Transportation Federal Highway Administration**

The Travel Behavior report was created by Booz Allen Hamilton, the Federal Highway Administration, and UC Berkeley to explore how shared mobility can be used to address transportation equity challenges. The Travel Behavior report established the STEPS equity framework to identify the many barriers that travelers face when making trips. The framework outlines five categories that transportation barriers may be associated with:

1 **Travel Behavior: Shared Mobility and Transportation Equity**, U.S. Department of Transportation Federal Highway Administration, 2018

1. **Spatial barriers** are related to spatial or geographic disparity in services within a certain area. These exist when travelers are not able to access their destinations and opportunities in a timely and affordable way. This barrier is most likely to impact users with limited vehicle access, including youth, older adults, people with disabilities, and people with low-incomes.
2. **Temporal barriers** and related to the time of day services are available or time-sensitive transportation needs. The most common source of temporal barriers are traffic congestion and public transit delays. As a result of these barriers, travelers must plan for longer travel times, require flexibility in their trip schedule, and spend less time doing their desired activity.
3. **Economic barriers** are related to cost of services or cost to access technology to use services. Economic barriers exist when the cost of travel limits a person from affording basic goods, services, or saving.
4. **Physiological barriers** are related to serving users with physical or cognitive challenges or limited technology proficiency. Despite transit vehicles being ADA accessible, connections to and from transit can also present barriers when facilities are unpredictable. Physiological barriers can also apply to families with young children because of the need to carry children and equipment.
5. **Social barriers** are related to serving low-income communities, minority communities, or people with limited English proficiency. Marketing and communication languages and sensitivities to cultural differences in transportation preferences is noted as an additional aspect of social barriers.

The STEPS framework allows for a focused assessment of the transportation barriers that exist, along with opportunities and challenges to overcome barriers and advance equity.

The Travel Behavior: Shared Mobility and Transportation Equity report applies the STEPS framework to shared mobility to increase access to opportunities. Using the framework, a set of policy recommendations are established for each of the STEPS barriers.

## MOBILITY EQUITY FRAMEWORK[1]

**Mobility Equity Framework: How to Make Transportation Work for People by Environmental Equity**

The Mobility Equity Framework is an adaptable, customizable process for communities, advocates, and decision-makers that incorporates community engagement in decision making and evaluates the equity outcomes of transportation. The framework is structured around three steps:

1. Community needs assessment
2. Mobility equity analysis
3. Community decision making

Step two, mobility equity analysis, is the focus of this review as it is most closely related to the Golden Gate Park Equity Study equity assessment task. This step includes three goals, twelve equity indicators, and recommended metrics to measure impacts on low-income residents and communities of color.

The equity indicators, shown below, create a structure for projects to measure transportation projects or modes between a no-project (existing conditions) scenario or between project scenarios across impacts on mobility, air pollution, and economic opportunity for specific communities and general populations. The list of indicators can be shortened or adjusted for each project to align with community priorities.

1 **Mobility Equity Framework: How to Make Transportation Work for People**, Environmental Equity, 2018

**Figure A-1.** Mobility Equity Framework Goals, Indicators, and Recommended Metrics

| | Equity Indicators | Recommended Metrics |
|---|---|---|
| **Goal #1:** Increase Access to Mobility | 1. Affordability | This metric will vary by transportation mode and location, and therefore should be set by the community; a recommended default is that households should spend no more than 20% of budgets on transportation costs[28] |
| | 2. Accessibility | Transportation mode is physically accessible (available in neighborhood), accessible to disabled people, accessible to people with various cultures/languages, accessible without the need for banking or a smartphone |
| | 3. Efficiency | Frequency of transit, travel times, time spent in traffic, optimal availability of parking, etc. |
| | 4. Reliability | Consistency and variability of travel times, predictability of travel times |
| | 5. Safety | Collision rate and severity;[39] personal safety issues (harassment, profiling, etc.) |
| **Goal #2:** Reduce Air Pollution | 6. Clean Air and Positive Health Benefits | Quantities of air pollutants (PM, NOx) reduction,[40] level of physical activity, etc. |
| | 7. Reduction in Greenhouse Gases | Quantities of greenhouse gas reduction[41] |
| | 8. Reduction in Vehicle Miles Traveled | Compact development and greater clustering of destinations, VMT per capita |
| **Goal #3:** Enhance Economic Opportunity | 9. Connectivity to Places of Employment, Education, Services, & Recreation | Number of households by income within walking distance to schools and services. Number of households within 30-minute transit ride or 20-minute auto ride of employment center, etc[42] Number of transit transfers needed, time spent in transit. |
| | 10. Fair Labor Practices | Fair wages, basic employment benefits and protections throughout construction, operation, and maintenance |
| | 11. Transportation-Related Employment Opportunities | Direct and indirect employment throughout construction, operation, and maintenance |
| | 11. Inclusive Local Business & Economic Activity | Local hire agreements, increased foot traffic to local businesses, new businesses created, increased property values, benefiting the local community without displacing residents, etc. |

[28] Mason, Jacob. (2018). The Future of Transport is Sustainable Shared Mobility. *ITDP*. Retrieved from https://3gozaa3xxbpb499ejp30lxc8-wpengine.netdna-ssl.com/wp-content/uploads/2018/02/The-Future-of-Transport-Is-Sustainable-Shared-Mobility.pdf, on February 22, 2018.

[39] Caltrans (2010). Smart Mobility Framework 2010: A Call to Action for the New Decade, p 10. Retrieved from http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/smf_files/SMF_handbook_062210.pdf

[40] Caltrans (2010). Smart Mobility Framework 2010: A Call to Action for the New Decade, p 10. Retrieved from http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/smf_files/SMF_handbook_062210.pdf

[41] Caltrans (2010). Smart Mobility Framework 2010: A Call to Action for the New Decade, p 10. Retrieved from http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/smf_files/SMF_handbook_062210.pdf

[42] Caltrans (2010). Smart Mobility Framework 2010: A Call to Action for the New Decade, p 10. Retrieved from http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/smf_files/SMF_handbook_062210.pdf

# A.4 Appendix

**Figure A-2.** Vulnerability Characteristics from the King County study

| HEALTH | ENVIRONMENTAL | SOCIODEMOGRAPHIC |
|---|---|---|
| Mental health^ | Ozone concentration** | Zero-vehicle household* |
| Asthma^ | PM2.5 concentration** | Limited English* |
| Obesity^ | Proximity to traffic** | Seniors* |
| Ambulatory difficulty** | Low tree canopy^ | Children* |
| Life expectancy** | No walking access to any park[1] | Low-income** |
| | Highway park pressure[1] | People of color* |

* Reported at block group level
** Reported at tract level
^ Reported at King County-specific geography
1 Original analyses conducted by CORE GIS and TWS
Source: **Connecting People to Parks in King County, A Transit-to-Parks GIS Analysis**, The Wilderness Society, June 2019

**Figure A-3.** Vulnerability Characteristics from the Albuquerque study

| Sociodemographic | Environmental | Health |
|---|---|---|
| People of color | Respiratory hazard | Lack of health insurance |
| Household income | Proximity to traffic | Adult obesity |
| Seniors | PM2.5 concentration | Childhood obesity |
| Youth | Ozone concentration | Life expectancy |
| Unemployment | Tree canopy | Asthma hospitalizations |
| Educational Attainment | Floodplain areas | Chronic disease |
| Household size (renter/owner) | No nearby access to any park | Ambulatory difficulty |
| Zero vehicle | | |
| Limited English | | |

Source: **Next Stop: Equitable Access, A Transit to Parks Analysis**, The Wilderness Society, 2020

**Figure A-4.** Vulnerability Characteristics from the Los Angeles County study

**Weight Formula: Communities of Interest**

| Main Indicators | Weight | Description |
|---|---|---|
| Health Disadvantage Index (HDI) | 30 | Top 25% |
| Department of Water Resources | 20 | Low Income (80% below statewide average) |
| SB535 CalEnviroScreen | 20 | Top 25% |
| Park Need Focus Areas | 10 | "High" and "Very High" Need from the *Needs Assessment* |
| **Secondary Indicators** | | |
| Senior Population | 5 | Top 25% of census tracts with highest density (65 years or older) |
| Youth Population | 5 | Top 25% census tracts with highest density (under 18) |
| Obesity Rate | 5 | Top 25% census tracts with highest obesity rates |
| Communities of Color | 5 | Census tracts where over 75% of population is non-white |

Source: **Next Stop: More Access to Open Spaces, A Transit to Parks Strategic Plan**, LA Metro, 2019

# APPENDIX B:
# Intercept Survey Instrument and Phone & Email Survey Instrument

# SFCTA JFK Drive Equity Intercept

This survey asks questions about the eastern half of the park, from Stanyan to Crossover Drive, and includes the car free section of JFK in this area and access to the destinations surrounding it. This includes the Rose Garden, Stowe Lake, Conservatory of Flowers, de Young Museum, and Academy of Sciences.

1. **Location of survey collected:**
   a. Near the Botanical Gardens
   b. Conservatory of Flowers
   c. Along JFK Drive
   d. Music Concourse
   e. de Young Museum
   f. Academy of Sciences
   g. Near the Rose Garden
   h. Near Stowe Lake
   i. Other (Please Specify):

2. **How did you travel to the park today? (All that apply)**
   a. Transit
   b. Bike
   c. Walk
   d. Scooter
   e. Carpool
   f. Drive
   g. Taxi
   h. Uber/Lyft
   i. Other?

3. **How often do you visit the eastern portion of GGP, including along JFK Drive, since it has been closed to cars?**
   a. Daily
   b. Multiple times per week
   c. Once per week
   d. 1 – 3 times per month
   e. A few times a year
   f. I rarely visit the car-free portion of JFK

4. **Does the JFK closure to vehicles change your ability to use the eastern portion of GGP, including along JFK?**
   a. I use the eastern portion of the park more since JFK was closed to cars
   b. I use the eastern portion of the park less since JFK was closed to cars
   c. I use the eastern portion of the park the same amount

5. **How many people did you travel with to the park with today? (Write in)**

6. **What is your home ZIP code?**

We want to ensure this survey is representative of park visitors, so we'd love for you to share some information about yourself.

**What is your age?**

- Under 18
- 19 – 24
- 25 – 34
- 35 – 44
- 45 – 54
- 55 – 64
- 65 – 74
- 75 or over
- Prefer not to say

**With what race/identity do you identify with?**

- Asian and/or Pacific Islander
- Black and/or African American
- Hispanic and/or Latinx
- Middle Eastern and/or North African
- Native American
- White
- Another race or ethnicity – Write In:

**What is your annual household income?**

- Less than $24,999
- $25,000 – $49,999
- $50,000 – $74,999
- $75,000 – $99,999
- $100,000 – $149,999
- $150,000 – $199,999
- $200,000 or more
- Prefer not to answer

**Do any of the following disabilities currently affect your daily life? (select all that apply)**

- Blind of vision impairment
- Deaf or hearing impairment
- Mobility disability (example: difficulty walking or climbing stairs)
- Cognitive or mental disability
- Another disability or disabling health condition – please specify
- None
- Prefer not to answer

**If you would like to be entered in a raffle to win a $50 Visa Gift Card please provide your first name and email or phone number.**

# SFCTA JFK Drive Equity Phone/Email Survey

The San Francisco County Transportation Authority has hired an independent public opinion research firm to gather input from San Franciscans on local transportation issues and their use of Golden Gate Park. Your privacy is important to us and the information you provide will be kept confidential and will be aggregated with other responses.

A car-free route along a portion of JFK Drive in Golden Gate Park has existed since 1967, when street closures began every Sunday to allow park visitors of all ages and abilities to use the roadway without car traffic. In 2020, as the city grappled with the COVID pandemic, the eastern portion of JFK Drive, along with other roads in the park, were closed to vehicle traffic seven days a week.

This survey asks questions about the eastern portion of Golden Gate Park, from Stanyan to Crossover Drive, including the car free section of JFK and the destinations surrounding it. This includes the Rose Garden, Stowe Lake, Conservatory of Flowers, de Young Museum, and Academy of Sciences.

1. **Before the COVID-19 pandemic, how often did you visit the eastern portion of Golden Gate Park, including JFK Drive?**
   a. Daily . . . . . 1
   b. Multiple times per week. . . . . 2
   c. Once per week . . . . . 3
   d. 1 – 3 times per month . . . . . 4
   e. A few times a year . . . . . 5
   f. Rarely . . . . . 6
   g. Never . . . . . 7
2. **During the COVID-19 pandemic, how often did you visit the eastern portion of Golden Gate Park, including JFK Drive?**
   a. Daily . . . . . 1
   b. Multiple times per week. . . . . 2
   c. Once per week . . . . . 3
   d. 1 – 3 times per month . . . . . 4
   e. A few times a year . . . . . 5
   f. Rarely . . . . . 6
   g. Never . . . . . 7

3. **Would you like to visit the eastern portion of Golden Gate Park more often than you currently do?**

   a. Yes, want to visit more often . . . . . 1

   b. No, do not want to visit more often . . . . . 2

**(ASK Q4 IF CODE 1 IN Q3)**

4. **Why do you not visit the eastern portion of Golden Gate Park, including JFK Drive, as much as you would like? Please select all that apply.**

   a. Not enough Muni service . . . . . 1

   b. Muni is too slow . . . . . 2

   c. It is difficult to find parking . . . . . 3

   d. Parking in the garage is too expensive . . . . 4

   e. Bike routes feel unsafe . . . . . 5

   f. I do not feel safe walking in the park . . . . . 6

   g. There are fewer activities in the park for me to participate in . . . . . 7

   h. I enjoy the parks close to where I live . . . . . 8

   i. The trip to Golden Gate Park takes too long from where I live . . . . . 9

   j. Other (Specify) . . . . . 10

**(RESUME ASKING ALL RESPONDENTS)**

5. **Next, which of the following best describes how often you use the eastern portion of Golden Gate Park, including JFK Drive, since it was closed to cars?**

   a. I use the eastern portion of the park more since JFK was closed to cars . . . . . 1

   b. I use the eastern portion of the park less since JFK was closed to cars . . . . . 2

   c. I use the eastern portion of the park the same amount . . . . . 3

   d. I don't use the car-free portion of JFK . . . . . 4

6. **How do you typically get to the eastern portion of Golden Gate Park, including JFK? Please select all that apply.**

   a. Transit . . . . . 1
   b. Bike . . . . . 2
   c. Walk . . . . . 3
   d. Scooter . . . . . 4
   e. Carpool . . . . . 5
   f. Drive . . . . . 6
   g. Taxi . . . . . 7
   h. Uber/Lyft . . . . . 8
   i. Other (Specify) . . . . . 9

7. **How long does your trip to the area of the eastern portion of Golden Gate Park, including JFK, typically take, from the time you leave your house to the time you arrive?**

   a. Less than 30 minutes . . . . . 1
   b. 30 – 45 minutes . . . . . 2
   c. 45 minutes to 1 hour . . . . . 3
   d. More than 1 hour . . . . . 4

## THESE FINAL QUESTIONS ARE FOR STATISTICAL PURPOSES.

8. **In what year were you born?**

   a. 2003 – 1997 (18 – 24) . . . . . 1
   b. 1996 – 1992 (25 – 29) . . . . . 2
   c. 1991 – 1987 (30 – 34) . . . . . 3
   d. 1986 – 1982 (35 – 39) . . . . . 4
   e. 1981 – 1977 (40 – 44) . . . . . 5
   f. 1976 – 1972 (45 – 49) . . . . . 6
   g. 1971 – 1967 (50 – 54) . . . . . 7
   h. 1966 – 1962 (55 – 59) . . . . . 8
   i. 1961 – 1957 (60 – 64) . . . . . 9
   j. 1956 – 1947 (65 – 74) . . . . . 10
   k. 1946 or earlier (75+) . . . . . 11
   l. Prefer not to say . . . . . 12

9. **With which racial or ethnic group do you identify yourself?**

   a. Asian or Pacific Islander . . . . . 1
   b. Black or African American . . . . . 2
   c. Hispanic or Latinx . . . . . 3
   d. Middle Eastern/North African . . . . . 4
   e. Native American . . . . . 5
   f. White . . . . . 6
   g. Another race or ethnicity (Specify). . . . . 7
   h. Prefer not to say . . . . . 8

10. **What was the total income for your household before taxes in 2020?**

a. $24,999 and under . . . . . 1
b. $25,000 – $49,999. . . . . 2
c. $50,000 – $74,999 . . . . . 3
d. $75,000 – $99,999. . . . . 4
e. $100,000 – $149,999 . . . . . 5
f. $150,000 – $199,999 . . . . . 6
g. $200,000 or more . . . . . 7
h. Prefer not to say . . . . . 8

11. **Do any of the following disabilities currently affect your daily life? Please select all that apply.**

a. Blind or vision impairment . . . . . 1
b. Deaf or hearing impairment . . . . . 2
c. Mobility disability (example: difficulty walking or climbing stairs) . . . . . 3
d. Cognitive or mental disability . . . . . 4
e. Another disability or disabling health condition (Specify). . . . . 5
f. None. . . . . 6
g. Prefer not to answer . . . . . 7

12. **What is your gender?**

## THANK AND TERMINATE

# APPENDIX C:
# Community Engagement and Survey Analysis

Community engagement was made up of three components:

1. **Phone/email survey** to residents Equity Priority Communities in Districts 3, 10, and 11. This survey was also distributed as an online survey through community based organizations (CBOs) within these three districts and allowed respondents to opt-in to focus groups. The Transportation Authority did not have confidence in the survey data collection through the CBO-distributed survey and the data is not included in the report.
2. **Focus groups** that were made up of people who opted-in through the survey distributed by CBOs.
3. **Intercept survey** within the eastern portion of Golden Gate Park, along and within close proximity to JFK drive.

The community engagement and survey were designed to provide data and information to answer the study questions presented in Figure C-1.

**Figure C-1.** Access Equity Study Guiding Questions

| STUDY QUESTIONS |
| --- |
| From Equity Priority Communities within District 3, District 10, and District 11, who used the eastern portion of GGP, including JFK Drive, before COVID-19? |
| From Equity Priority Communities within District 3, District 10, and District 11, who is currently using the eastern portion of GGP, including JFK Drive? |
| From Equity Priority Communities within District 3, District 10, and District 11, for people who do not use the eastern portion of GGP, including JFK Drive, as much as they would like, why and what are the barriers? |
| From Equity Priority Communities within District 3, District 10, and District 11 how has the closure impacted the desire / ability to visit the eastern portion of GGP, including JFK Drive? |
| Who is currently using the eastern portion of GGP, including JFK Drive? |

# C.1 Phone/Email Survey of Equity Priority Communities in District 3, District 10, and District 11

## C.1.1 METHODOLOGY

The statistically significant phone/email survey was conducted by phone and email using voter information to create a random sample of people living within Equity Priority Communities (EPC) in District 3, District 10, and District 11. The survey was conducted by an independent public opinion research company (FM3) from January 8 through February 4, 2022. The survey targeted 400 responses. 310 responses were collected,

creating a margin of sampling error of ± 5.6% (95% confidence interval). A total of 56 surveys from District 3, 123 from District 10, and 131 from District 11 EPCs were collected.

Residents were identified for the survey using voter registration records with a phone or email address and interviewers spoke to any adult in the household, regardless of voter registration status. All the available records were obtained in the District 3 EPCs and either received a phone call or email inviting them to participate in the survey. There were no more available records to draw from, prohibiting the team from reaching a bigger sample size in the area.

Phone and email surveys were conducted in English (83%), Spanish (3%), Chinese (14%), and Tagalog (1%).

## C.1.2 FINDINGS

### Change in trip making

The survey results show that about half of all respondents within the study districts rarely or never make trips to the eastern portion of Golden Gate Park. In Figure C-2, the frequency of visits to eastern GGP before and during the pandemic is shown by district. Pre-COVID-19, most respondents for each district visited the eastern GGP a few times a year or less. A small group of respondents from each district visit the Park weekly (12 – 25%). During the pandemic, most survey respondents continued to rarely or never visit the eastern part of GGP. A small portion of respondents from each district continued to visit GGP weekly during the pandemic (10 – 20%). In all districts, the share of people who rarely or never visit the eastern part of GGP increased after the pandemic.

**Figure C-2.** Frequency of Visits to Eastern GGP Before & During the Pandemic **(Phone/Email Survey)**

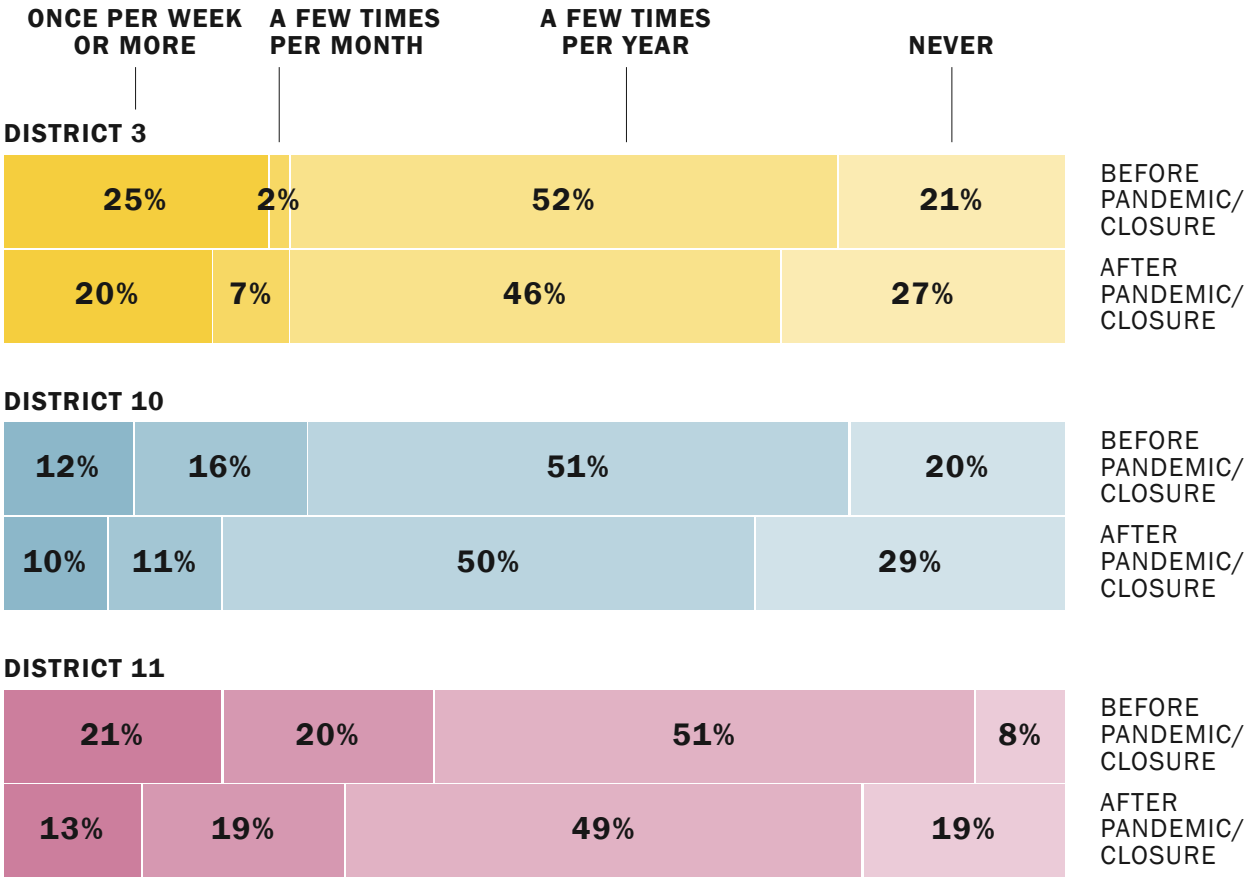



Figure C-3 presents the racial/ethnic demographics of frequent visitors to GGP before and during the pandemic based on self-identification of survey respondents. There was little change in the race and ethnicity of people that made the trip to eastern GGP at least a few times a week either pre-COVID-19 or during COVID-19. Respondents who used the park frequently most often identified as Asian/Pacific Islander or White.

**Figure C-3.** Share of Frequent Users of GGP by Race/Ethnicity Before & During the Pandemic **(Phone/Email Survey)**

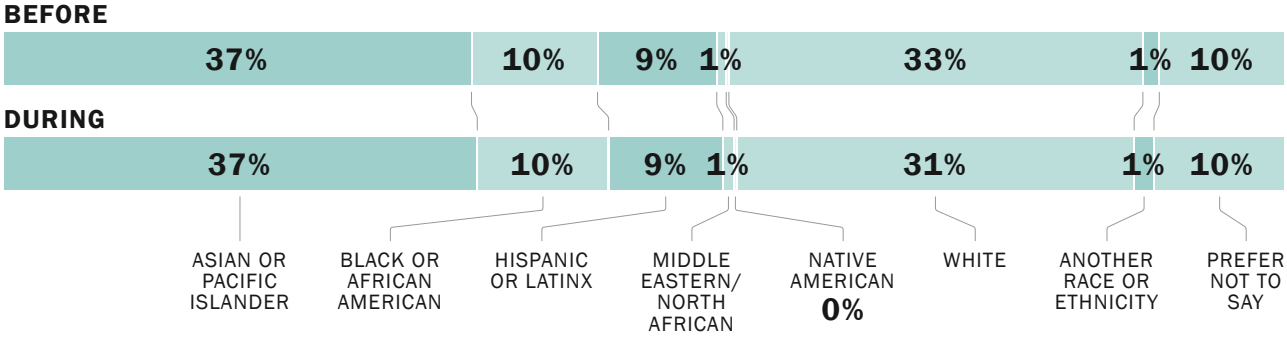
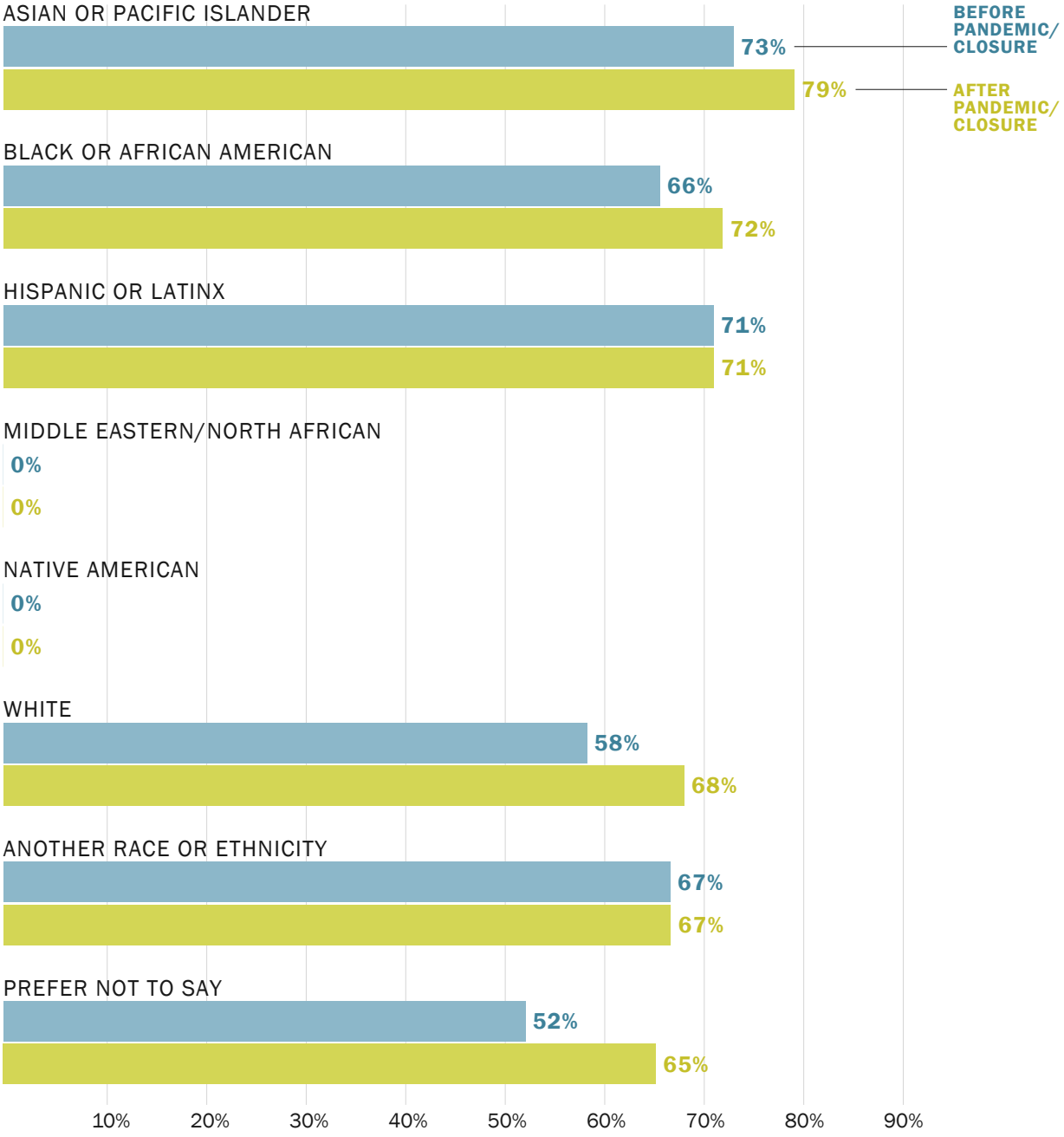


Figure C-4 presents the racial/ethnic demographics of infrequent visitors to eastern GGP before and during the pandemic based on the self-identification of survey respondents. In every racial/ethnic group with more than one respondent, more than half of respondents visited eastern GGP infrequently. This was true both before and during the pandemic.

**Figure C-4.** Infrequent Users of GGP by Race/Ethnicity Before and During the Pandemic **(Phone/Email Survey)**



## Interest in Visiting more often and what are the travel barriers

Between half and two thirds of respondents would like to visit eastern GGP more often (Figure C-5). Figure C-6 shows that of these people, the most frequently cited barriers were related to parking difficulty and cost. For District 10 respondents travel time was often cited as a barrier. Relative to respondents from District 3 and District 11, respondents from District 10 were more likely to enjoy the parks close to where they live. Parking concerns were there most common barrier for District 11 respondents. District 3 residents identified slow Muni service and feeling safe in the park as a barrier more often than other districts. Respondents could select multiple responses for the question about barriers (Figure C-6).

**Figure C-5.** Percent of Residents who Desire to Visit Eastern GGP More by District **(Phone/Email Survey)**

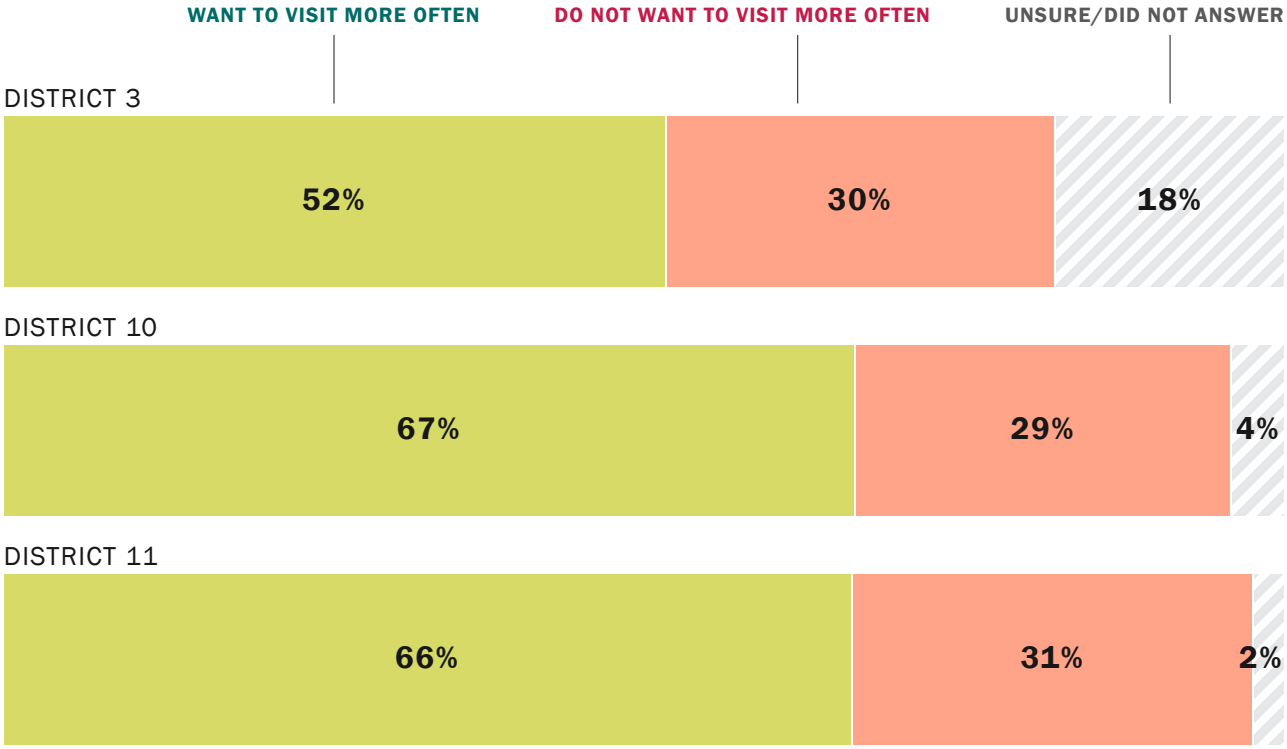
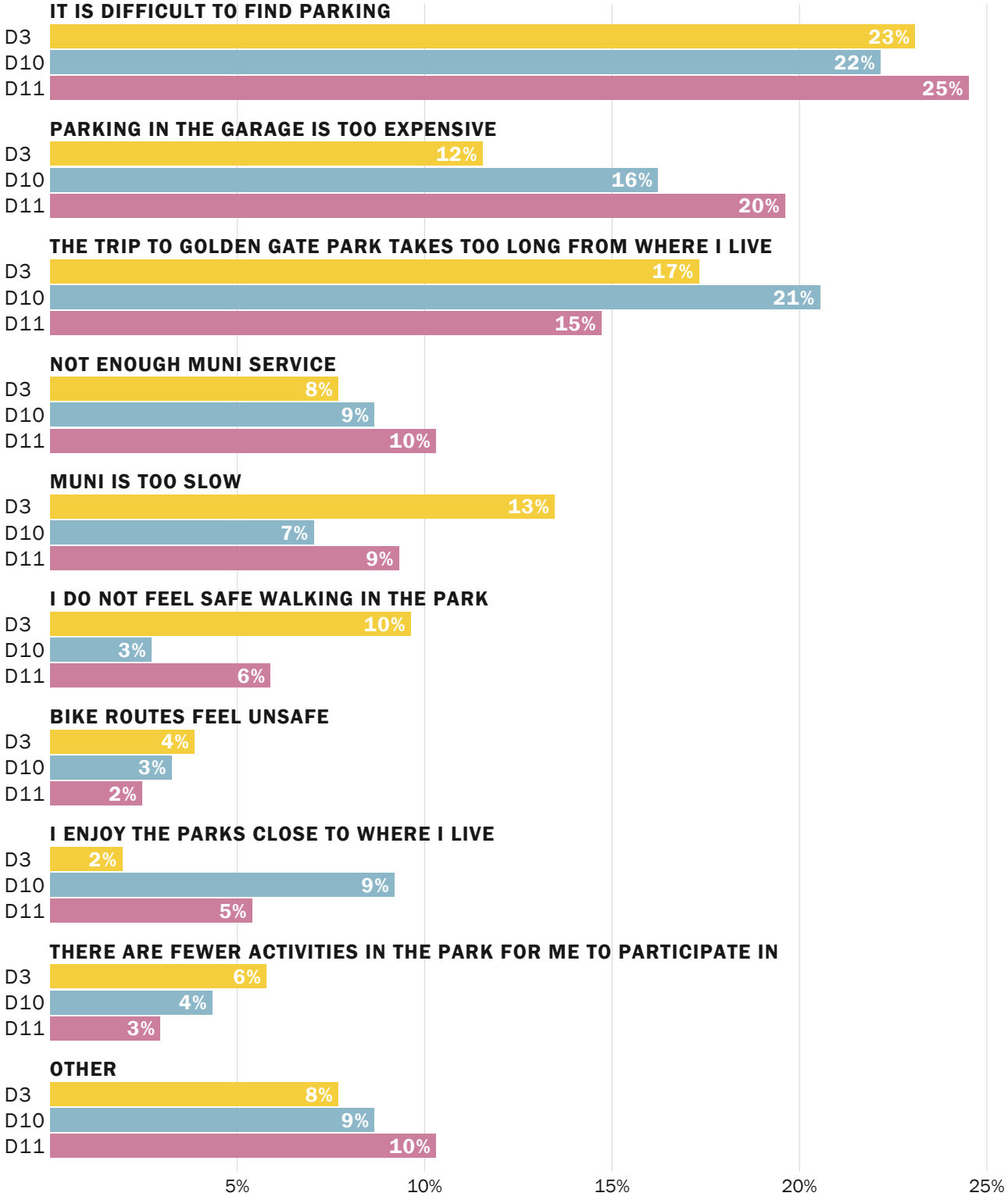
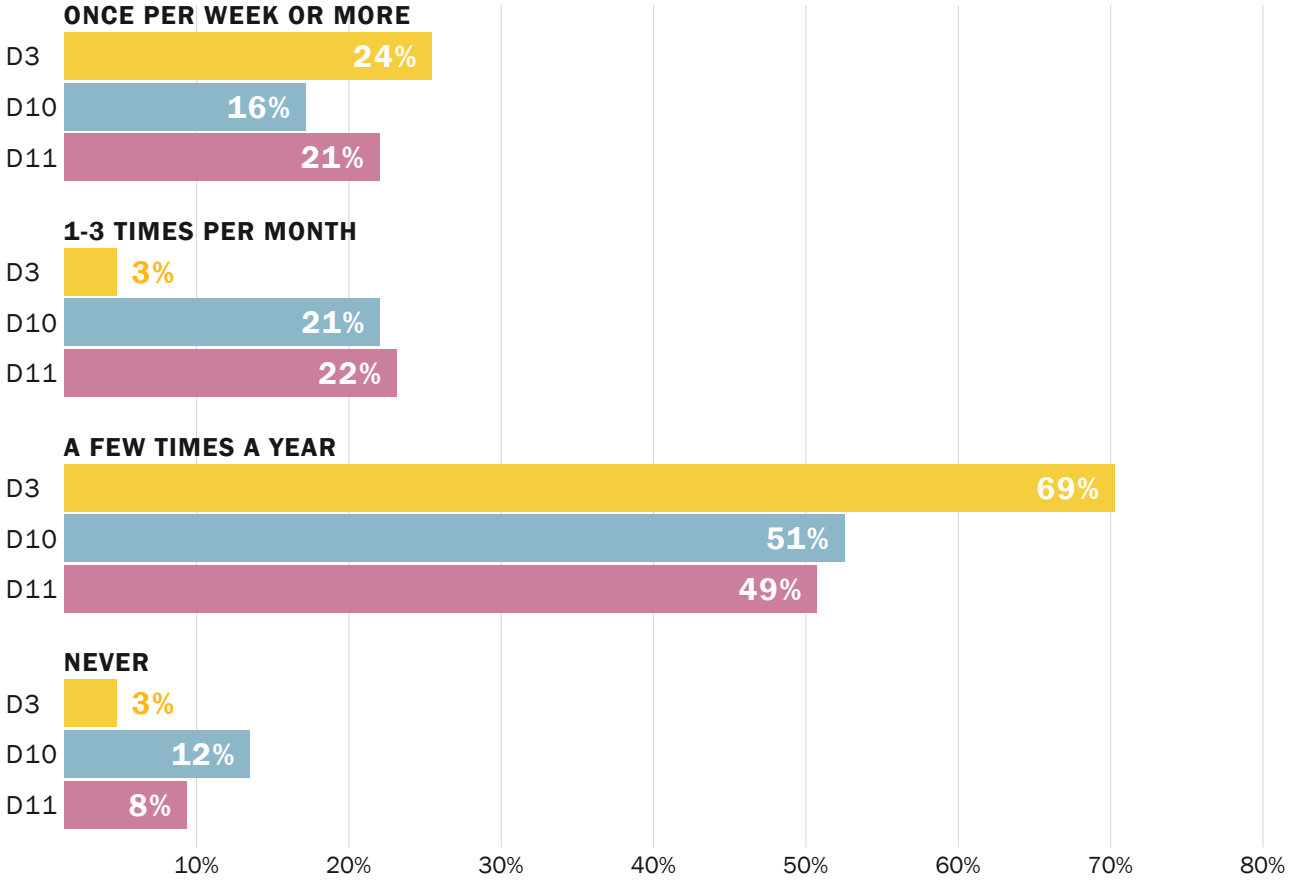


**Figure C-6.** Barriers for People Who Want to Visit GGP More from Districts 3, 10 and 11 (Phone/Email Survey)



In Figure C-7, respondents who answered that they want to visit eastern GGP more often than they currently do were grouped by frequency of their visits to GGP before the pandemic. Most respondents who want to visit more visited the GGP a few times a year before the pandemic. Only a few of the respondents who want to visit GGP more never visited before the pandemic.

**Figure C-7.** Respondents Who Want to Visit Eastern GGP More by Frequency of Visits Before the Pandemic **(Phone/Email Survey)**



## How the full-time closure impacted desire/ability to visit eastern GGP

Figure C-8 presents changes in use of eastern GGP since the closure of JFK Drive. Nearly half of respondents do not use eastern GGP and over a quarter use eastern GGP the same amount or more often.

**Figure C-8.** How the JFK Closure Impacts Desire/Ability to Visit the Eastern Portion of Golden Gate Park **(Phone/Email Survey)**


Figure C-9 presents the findings by district regarding changes in use of eastern GGP since the closure of JFK Drive. Most respondents from Districts 3 and District 10 and over 40% of respondents from District 11 did not visit eastern GGP or car-free JFK; 19% and 25% of District 10 and District 11, respectively, used eastern GGP less.

**Figure C-9.** How the JFK Closure Impacts Desire/Ability to Visit the Eastern Portion of Golden Gate Park by District **(Phone/Email Survey)**

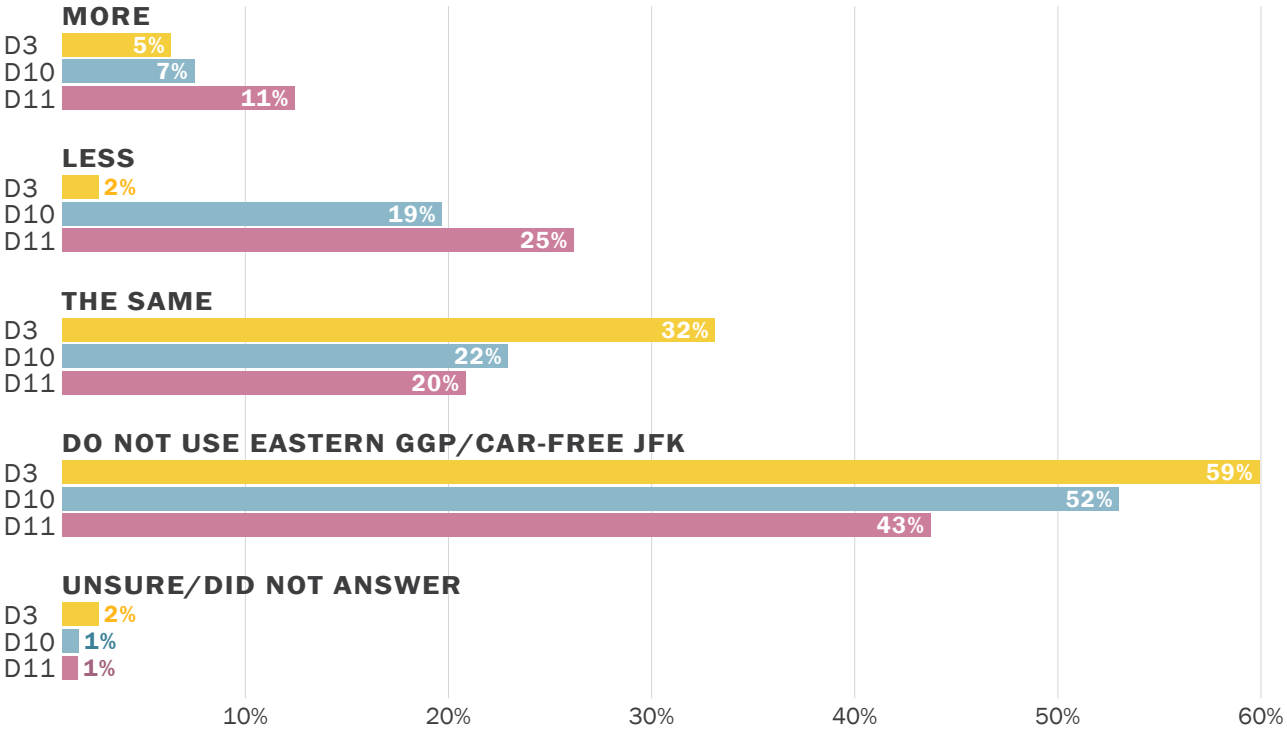
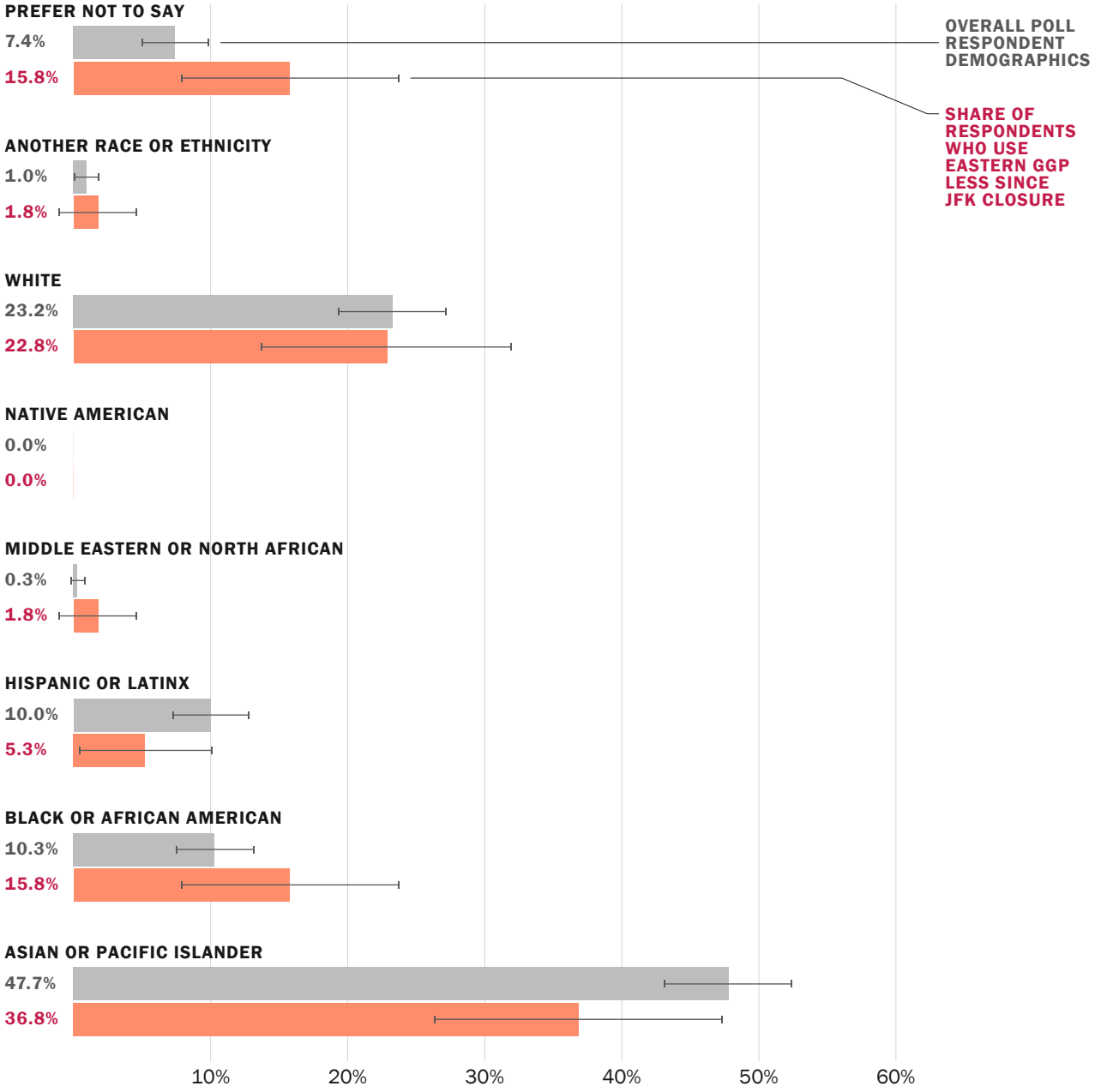


Figure C-10 compares the race/ethnicity of phone and email survey respondents who use GGP less to the race/ethnicity of the entire survey sample. Asian or Pacific Islander and Hispanic or Latinx respondents make up a lower proportion of respondents who use the park less than of total survey respondents.

**Figure C-10.** Share of Respondents by Race/Ethnicity Who Use Eastern GGP Less Since JFK Closure **(Phone/Email Survey)**




**Note:** there is a small sample size/high margin of error. 90% confidence intervals are shown in black lines on the chart

## Travel Behaviors

Figure C-11 presents mode of travel to eastern GGP from survey respondents by district. Respondents could answer multiple modes (e.g. walked to the bus and took the bus to the park). Overall, 49% of respondents typically travel by driving alone or carpooling. District 11 and District 10 have the highest rates of driving to GGP at 51% and 47%, respectively. District 3 had the highest rates of active travel (walk, bike, scooter) and transit (51%). Respondents from District 3, District 10, and District 11 who visited the eastern half of GGP a few times a year or more pre-pandemic AND want to visit GGP more (47%) have a similar mode-split to the entire sample group.

**Figure C-11.** Mode of Travel to Eastern GGP **(Phone/Email Survey)**

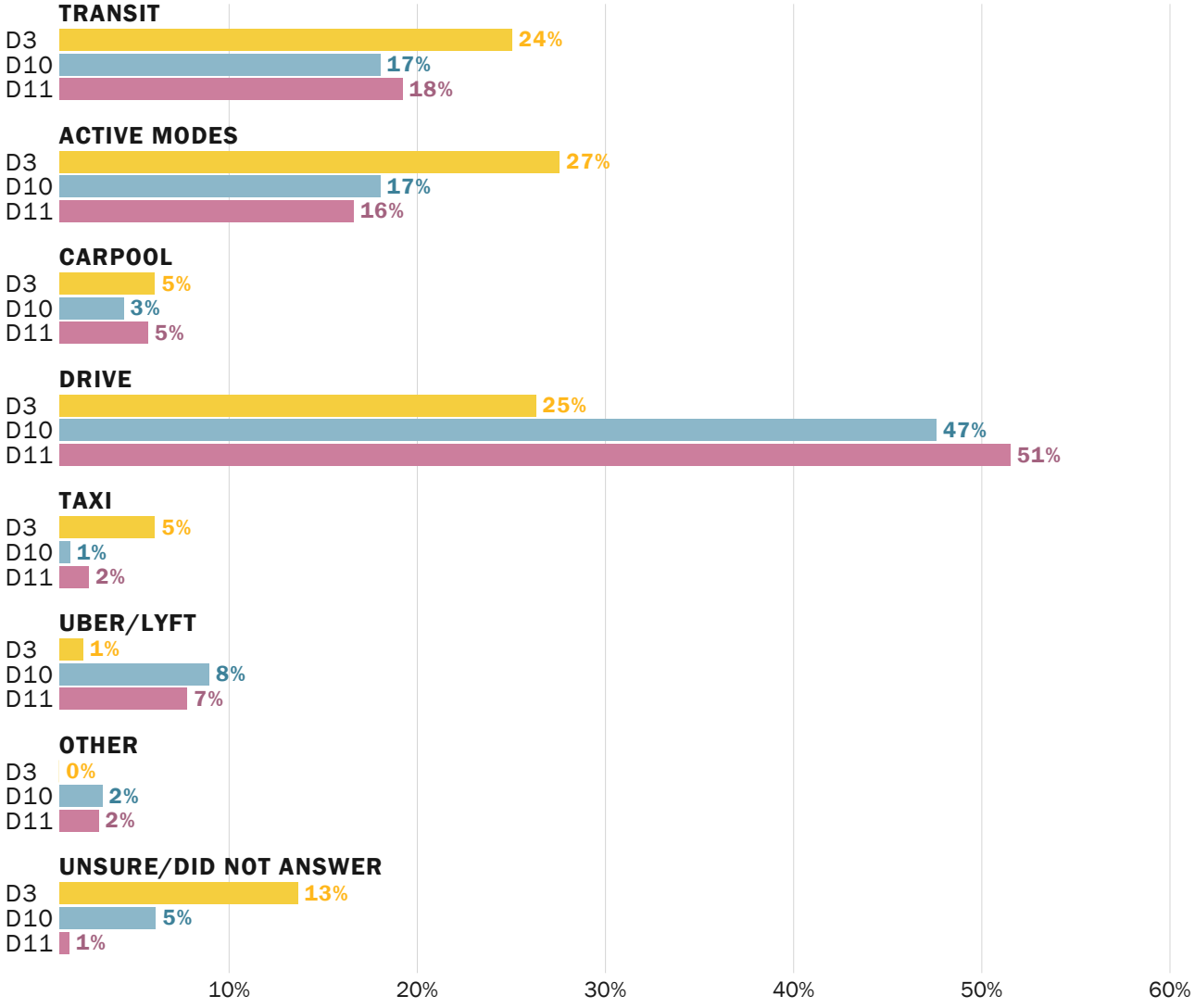
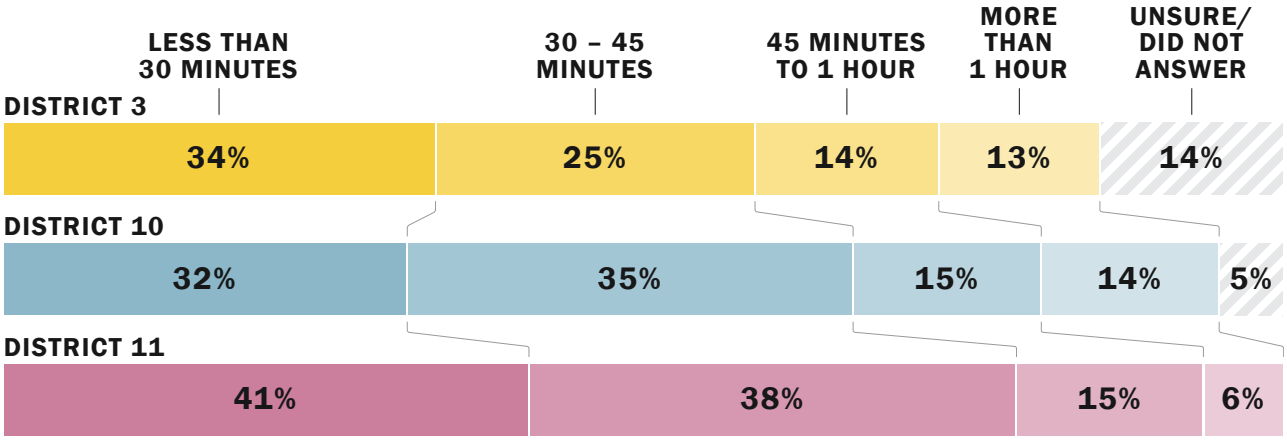


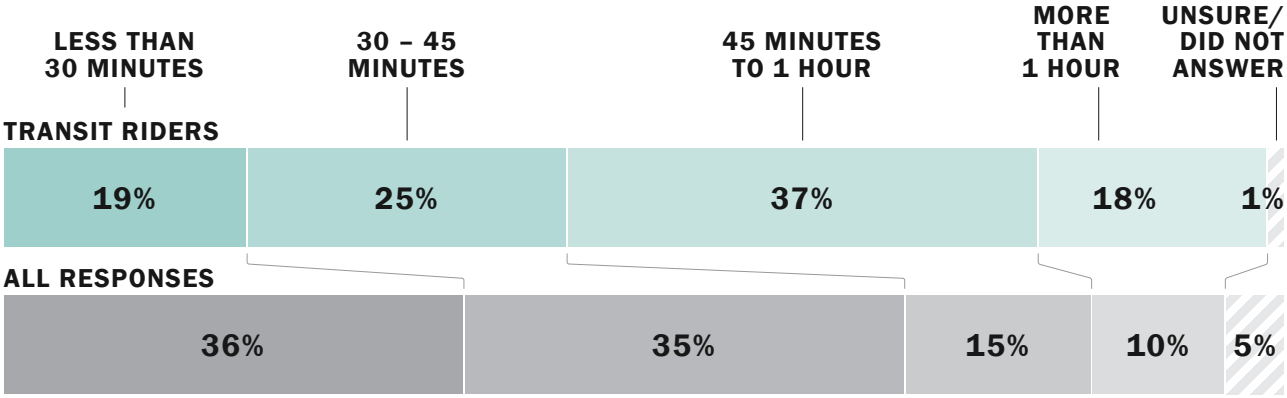
Figure C-12 presents the trip length to eastern GGP for respondents. Around one third of respondents from each district have a typical trip length of less than 30 minutes. District 3 and District 10 had the highest share of respondents whose typical trip length is more than an hour, 13% and 14% respectively (shown in Figure C-11).

**Figure C-12.** Travel Time to Eastern GGP by District **(Phone/Email Survey)**




Transit riders made up the majority of respondents from all districts whose journey took more than 45 minutes (Figure C-13).

**Figure C-13.** Travel Time to Eastern GGP for Transit Riders **(Phone/Email Survey)**

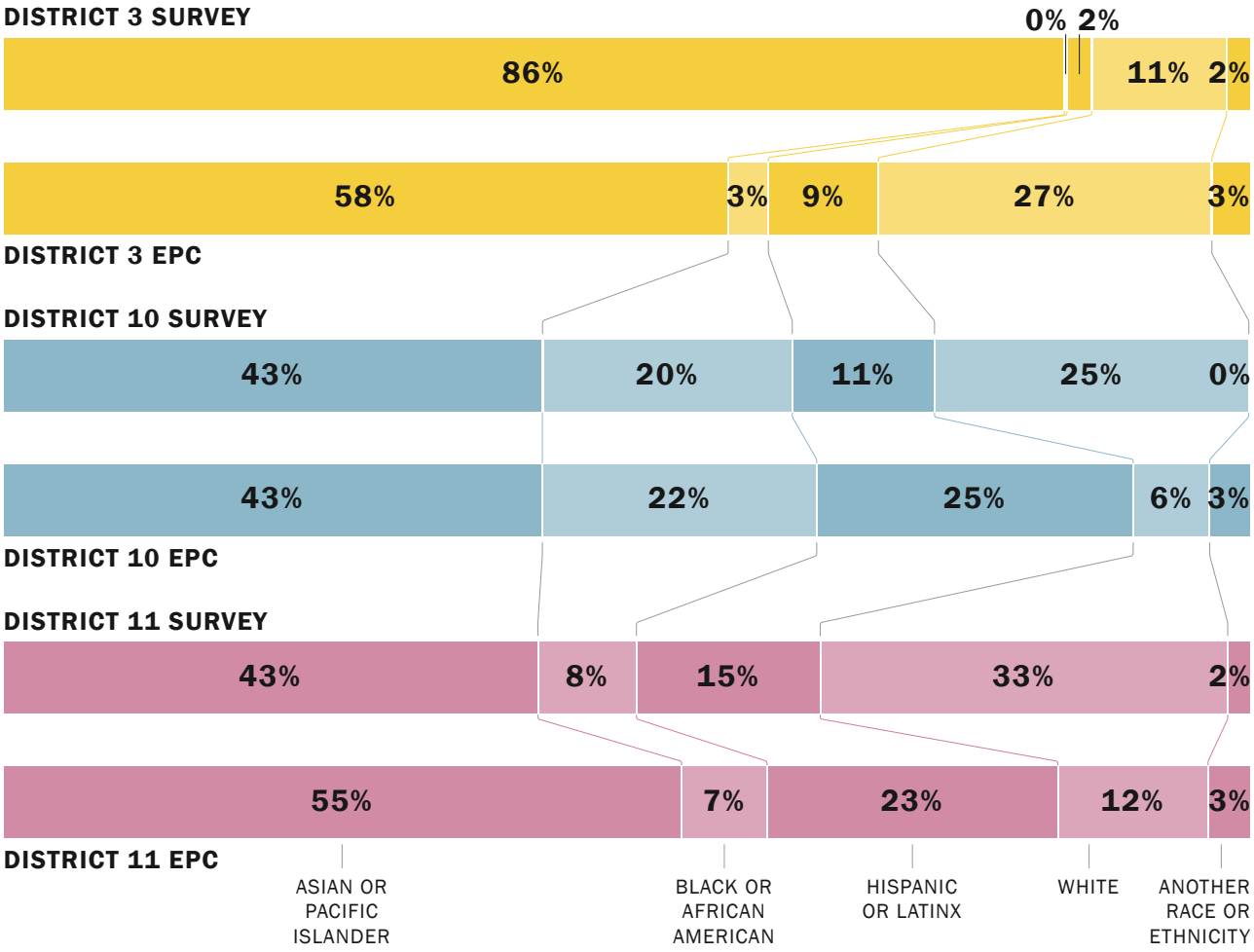


## C.1.3 DEMOGRAPHICS OF RESPONDENTS

This section summarizes the responses to questions asked regarding race/ethnicity, age, household income, disability status, and gender.

Figure C-14 compares the racial/ethnic self-identification of the survey sample for each EPC with the racial/ethnic composition of the district as whole. The district data is from the 2018 American Community Survey (ACS) 5-year estimate.

**Figure C-14.** Race/Ethnicity of Survey Sample Compared to ACS Data by District[1] **(Phone/Email Survey)**




1 American Community Survey 5-year Estimate, 2018.

Figure C-15 summarizes the ages of survey respondents and EPC residents across all study districts as measured in the 2018 ACS. People under 18 were not surveyed and are not represented in the sample. All other age cohorts are represented with an over-representation of older adults. This may be due to the use of voter registrations for contact information as voters are typically older than the population as a whole.

**Figure C-15.** Age of Respondents **(Phone/Email Survey)**

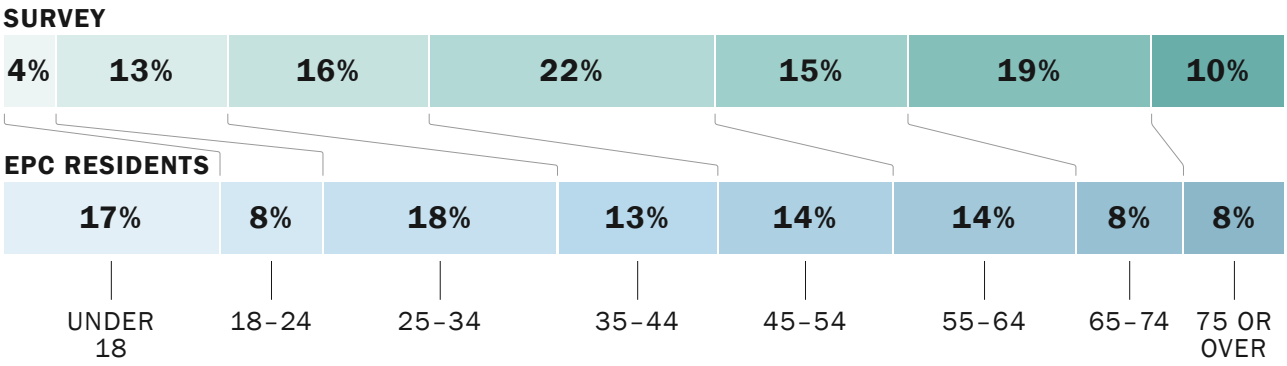



Figure C-16 summarizes the household income of respondents by district. Over half of the households surveyed for each district make less than $100,000 a year. All income levels are represented in the survey sample.

**Figure C-16.** Household Income of Respondents **(Phone/Email Survey)**

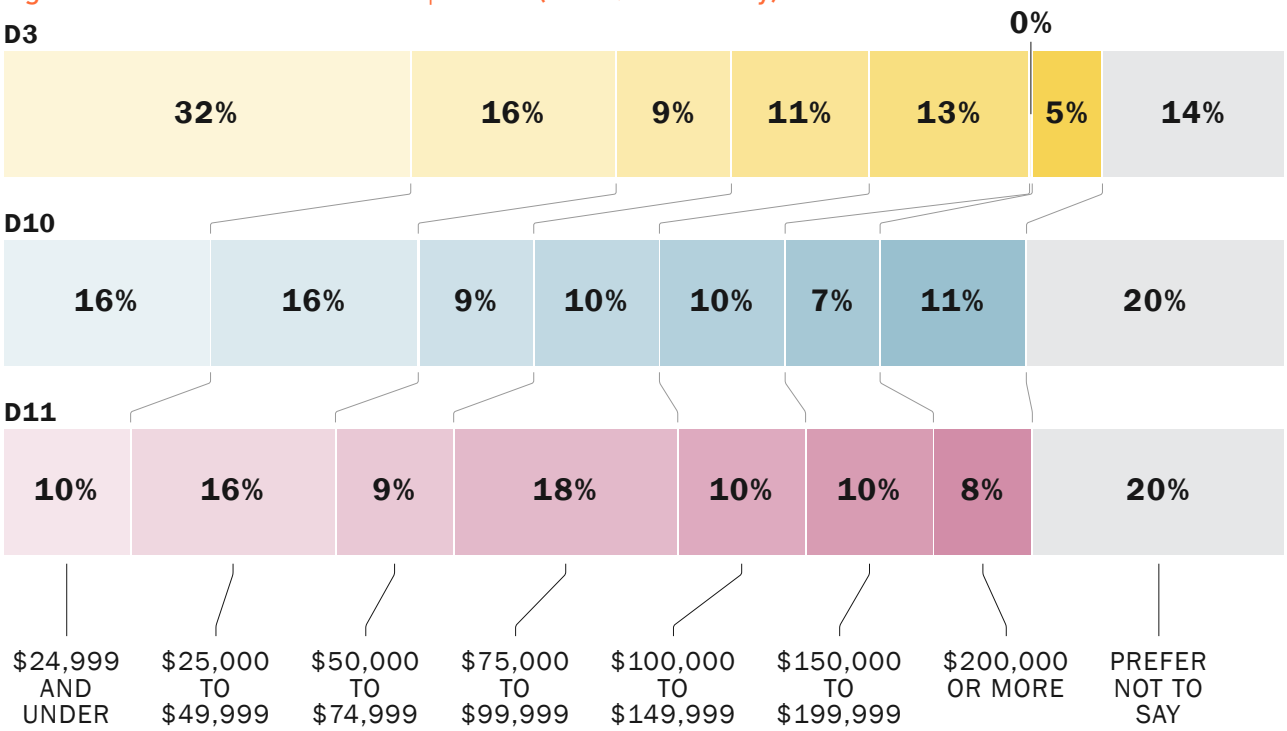
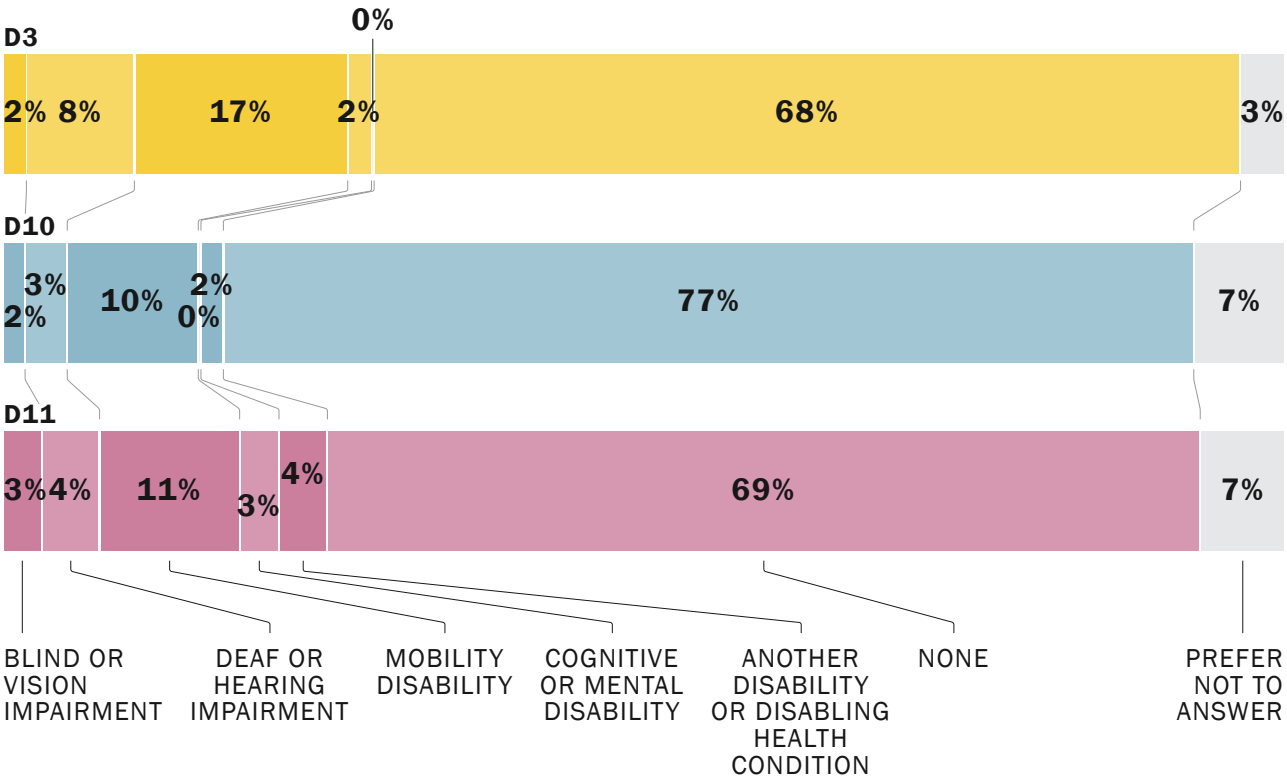


Figure C-17 presents the disability status of survey respondents. Living with a disability can influence travel options and create additional barriers to accessing eastern GGP. Addressing access barriers for people with disabilities is a part of this study's equity assessment. Most respondents did not have a disability with the next highest number of responses having a mobility disability.

**Figure C-17.** Disability Status of Respondents **(Phone/Email Survey)**




## C.2 Focus Groups

Focus groups gave the project team an opportunity to hear about community members' experiences traveling to eastern GGP, barriers they experience, and how the full-time closure of JFK Drive has impacted their ability and desire to use the eastern portion of GGP. Respondents to the CBO survey were offered an opportunity to join focus groups; 50 people from eligible districts opted to join the focus groups. Participants were prioritized based on who reported living in zip codes partially or fully within the EPCs of the study's focus districts and using the eastern portion of the park both before and during the COVID-19-related changes to JFK Drive. In language focus groups were offered in Chinese and Spanish; however, all participants preferred a focus group in

English. In total, two meetings[1] were held in English; each meeting had approximately four to six people, for a total of ten focus groups participants[2].

## C.2.1 APPROACH FOR SECURING FOCUS GROUP PARTICIPANCES

En2action and the Transportation Authority developed a list of 35 community-based organizations and stakeholders to contact in District 3, District 10, and District 11, shown in Figure C-18. From this list, 27 CBOs were prioritized and contacted via email for partnership in promoting the JFK Equity CBO Survey.

Of the 27 CBOs contacted, four CBOs partnered with the Transportation Authority on outreach. CBOs were provided with a $300 incentive for their partnership and for promoting the survey using social media, newsletter, emails, and flyers a minimum of three times.

**Figure C-18.** List of CBOs contacted for Survey Distribution

| NAME OF CBO | DISTRICT | PARTNERED ON OUTREACH |
|---|---|---|
| Chinatown Community Development Center | 3 | |
| Self Help for the Elderly | 3 | |
| CYC (Community Youth Center) | 3 | Yes |
| Coalition for Community and Safe Justice | 3 | |
| North Beach Neighbors | 3 | |
| Russian Hill Neighbors | 3 | |
| Chinatown TRIP (transportation research and improvement project) | 3 | |
| APRI (A. Philip Randolph Institute) | 10 | |
| SF Public Housing Tenants | 10 | |
| Dr. George Davis Senior Center | 10 | |
| BMAGIC | 10 | |
| APA Family Services | 10 | |
| Cornerstone Missionary Baptist Church | 10 | |
| Visitacion Valley Planning Alliance | 10 | |
| Hunters Point Shipyard CAC | 10 | |
| Bayview CAC | 10 | |
| Southeast Community Facility Commission | 10 | |
| YCD (Young Community Developers) | 10 | |
| San Francisco African American Cultural District | 10 | |
| Bayview Hunters Point Coordinating Council | 10 | |
| India Basin Neighborhood Association | 10 | |
| Dogpatch Neighborhood Association | 10 | |
| Potrero Boosters Neighborhood Association | 10 | |

1 Meetings were held virtually on February 22 and 23, 2022.

2 All focus group participants received a $25 stipend for their time

| NAME OF CBO | DISTRICT | PARTNERED ON OUTREACH |
|---|---|---|
| Bayview Hill Neighborhood Association | 10 | Yes |
| Resilient Bayview | 10 | |
| Portola Neighborhood Association | 11 | Yes |
| OMI Community Collaborative | 11 | |
| Inner City Youth SF | 11 | |
| Excelsior Action Group | 11 | Yes |
| Coleman Advocates | 11 | |
| Mercy Housing Developer and Community Leader | 11 | |
| OMI Community Action Organization | 11 | |
| OMI Family Resource Center | 11 | |
| OMI Neighbors in Action | 11 | |
| OMI/ Excelsior Beacon Center | 11 | |

## C.2.2 METHODOLOGY

Focus group participants were sourced from the CBO survey on February 15, 2022. In the survey, individuals were able to opt-in to a focus group by providing their:

- Zip code
- Email address
- Expressing their availability between three dates
- Specifying meeting language requirements

A total of 50 people from District 3, District 10, and District 11 expressed interest in participating in the focus groups.

Survey response data was filtered to identify potential focus group participants by removing participants who did not want to visit the park more often, this left 40 respondents. Data was then filtered to remove participants who never visited GGP prior to the pandemic. However, no participants were removed using this filtration. Data was filtered to remove two individuals with no contact information and five individuals who were only available for a March 2nd focus group date. A total of 33 individuals were contacted to participate in the focus groups. In all, there were 12 people contacted in District 3, 11 people contacted in District 10, and 10 people contacted from District 11. Three of these individuals had selected they would need in-language Chinese translation and all following outreach was conducted in Simplified Chinese. There were three communications sent to the qualifying 33 individuals using the email addresses provided. The first communication confirmed the focus group date with Zoom details, the second communication was a calendar invitation with zoom meeting link and details, and the third communication was a reminder email, including the zoom details. In total, there were two individuals from District 3, five individuals from District 10, and three individuals from District 11.

## C.2.3 FINDINGS

Focus groups were held on Feb 22, 2022 and Feb 23, 2022 to hear about community members' experiences traveling to eastern GGP, barriers they experience, and to understand how the full-time vehicle closure of JFK Drive affected transportation access to the eastern portion of GGP. Participants were asked a series of questions and guided through a discussion to capture feedback on participants' travel experiences, needs, and barriers to visiting the eastern portion of GGP.

### Key Findings

- **Protected Bike Lanes:** Individuals from each of the districts expressed safety concerns about biking to the park. They shared that protected bike lanes from District 3, District 10, and District 11 would help to ensure safe travel by bicycle to the park.
- **Too long to travel by public transportation:** The closure of JFK Drive negatively impacted individuals from District 10 and District 11's access the eastern portion of the GGP and ability to park close to attractions within GGP. Individuals from District 10 and District 11 expressed that transit trips to the eastern portion of GGP took too long and that driving was the preferred way to make frequent trips to the area. In many cases public transportation did not enter the park or stop close to destinations, reinforcing the need to drive and park along JFK Drive.
- **Direct bus service:** All districts expressed a desire to have more direct, reliable, and faster public transportation from their respective districts to the park. Several individuals shared that they would want to take public transportation and would visit GGP more if there was a direct bus route.
- **Access for seniors and people with disabilities:** Individuals from District 10 and District 11 expressed that the closure impacted the ability for seniors to travel to the eastern portion of GGP because parking was further from key destinations, there was uncertainty about where to park, and walking conditions are difficult – lighting, ramps, pavement conditions, public seating – between available parking and destinations. Several participants of the focus group were seniors and they highlighted the need for accessibility for those who are elderly or have physical impairments.

- **Golden Gate Park Shuttle:** Participants from all districts shared confusion about shuttle service to GGP. Individuals shared that they did not know when, where, or how to access the shuttle and noted the importance of more outreach to those who do not use computers and including clearer information about the shuttle service. Participants also noted the importance for the shuttle to be ADA accessible seating and shelter at shuttles stops, clear signage when waiting for the park shuttle, and for the service to be affordable, frequent, and reliable.
- **Too expensive to park:** Individuals from District 10 and District 11 emphasized that the closure of JFK Drive limited their ability to drive and park near attractions, necessitating them to pay for the garage which they saw as unaffordable.

## Additional Considerations

- Individuals from District 3 proposed an idea for a "hop on hop off" bus for residents to access all desirable locations within GGP and get to the eastern portion of GGP.
- Individuals who biked, expressed fears around being "doored" and hoped that they could be protected from people parking and exiting their cars. ("Doored" is a term for a collision between a biker and an open car door in a bike lane).
- Individuals expressed that intersections on Kezar Drive are extremely busy and feel unsafe.

**Figure C-19.** Focus Group Findings by Four[1] Barriers of the STEPS Framework

| | SPATIAL<br>Geographic distance | TEMPORAL<br>Time to make a trips and time trips are made | ECONOMIC<br>Affordability | PHYSIOLOGICAL<br>Barriers for people who have physical or cognitive challenges, tech proficiency |
|---|---|---|---|---|
| 3 | • Driving to GGP from the Northeastern part of the city requires a more round-about driving trip to access eastern GGP with JFK Drive closure.<br>• Participants typically use public transportation or walk for regular trips, but for trips to GGP they prefer to drive because it is more efficient. | • Participants would prefer faster, more reliable, more frequent, and direct public transit service to the park.<br>• Trips by bus take too long. | • The closure of JFK limits free parking in the park and people will need to use the garage that is "expensive." | • It feels dangerous to bike to the park with unprotected bike lanes, and the route does not feel usable for young children or elderly people. |

1 Social barriers, the final "S" in the STEPS framework, were not recorded

| | SPATIAL<br>Geographic distance | TEMPORAL<br>Time to make a trips and time trips are made | ECONOMIC<br>Affordability | PHYSIOLOGICAL<br>Barriers for people who have physical or cognitive challenges, tech proficiency |
|---|---|---|---|---|
| **10** | • Some feel GGP is too far to take public transit in a practical way. Must drive to park and then JFK closure negatively affects their driven trip because they cannot park on JFK.<br>• Some say closure has not impacted the ability to drive to the park and bike for leisure within the park.<br>• Some express that GGP is too far to access in general and that District 10 must travel to another county for green space that they do not pay taxes for. | • Shuttle is infrequent, confusing and unreliable.<br>• Trips by bus take too long. | • The parking garage is expensive.<br>• Residents of District 10 are lower income and cannot afford to pay for parking. | • Some with children and dogs enjoy the closure and do not mind using a car to arrive at the park and use the closed street.<br>• The Music Concourse loop is confusing and overloaded with multiple kinds of transport which feels dangerous for bikers and pedestrians with the presence of rideshare, buses, etc.<br>• It feels dangerous to travel to the eastern portion of the park by bike and more protected bike lanes are needed. |
| **11** | • Some feel GGP is too far to take public transit in a practical way. Must drive to park and then JFK closure negatively affects their driven trip.<br>• Once within the park, cannot use a car or transit to move throughout the park to access resources. | • Would prefer faster, more reliable, more frequent, and direct public transit to the park.<br>• Trips by bus take too long. | • The closure of JFK limits free parking in the park and people will need to use the garage that is “expensive”.<br>• Parking garage is expensive. | • Elderly people with either no computer or smartphone do not know the schedule or location of the park shuttle.<br>• There are no places to sit near the shuttle, so those with mobility issues must stand or find another option.<br>• The shuttle does not “kneel” so those with physical impairments cannot board.<br>• Most folks do not know the shuttle schedule and a need for better communications to be aware of the frequency<br>• Elderly and disabled people want to come in large groups by shuttle or minivan to enjoy the park, particularly during weekdays, and cannot with JFK closure to cars. |
| **All** | • Each district expressed concern about biking to the park. All requested protected bike lanes and expressed concern bringing young children or older family members along unprotected bike routes through the city to GGP. | | | |

# C.3 Intercept Survey in Eastern Golden Gate Park

## C.3.1 METHODOLOGY

An intercept survey stops a random sample of people in a place and asks them to fill out a survey. The intercept was designed to collect data on current park users during the pandemic. The survey questions varied slightly from the phone/email survey and did not ask about frequency of visits before the pandemic or about barriers to visiting eastern GGP. The survey was conducted in eastern Golden Gate Park on January 14 – 16 and February 4 – 5 by surveyors who spoke Cantonese, Tagalog, and English. Surveys were available in English, Spanish, and Chinese in person and through a QR code for people to complete independently. The long gap between the dates was necessitated by the Omicron variant COVID-19 surge. Surveys were conducted in the study area of the park, with a focus on the main destinations in the area that are close to JFK Drive – nodes along JFK Drive and the roadway itself, the Music Concourse, and Botanical Gardens. Figure C-20 shows where collections were focused. In total there were 422 surveys collected.

**Figure C-20.** Study Area and **Intercept Survey** Collection Area

Figure C-21 presents the number of surveys collected at each location. Surveys were collected throughout eastern GGP providing a useful sample of current visitors.

**Figure C-21.** Location of Survey **(Intercept Survey)**


## C.3.2 FINDINGS

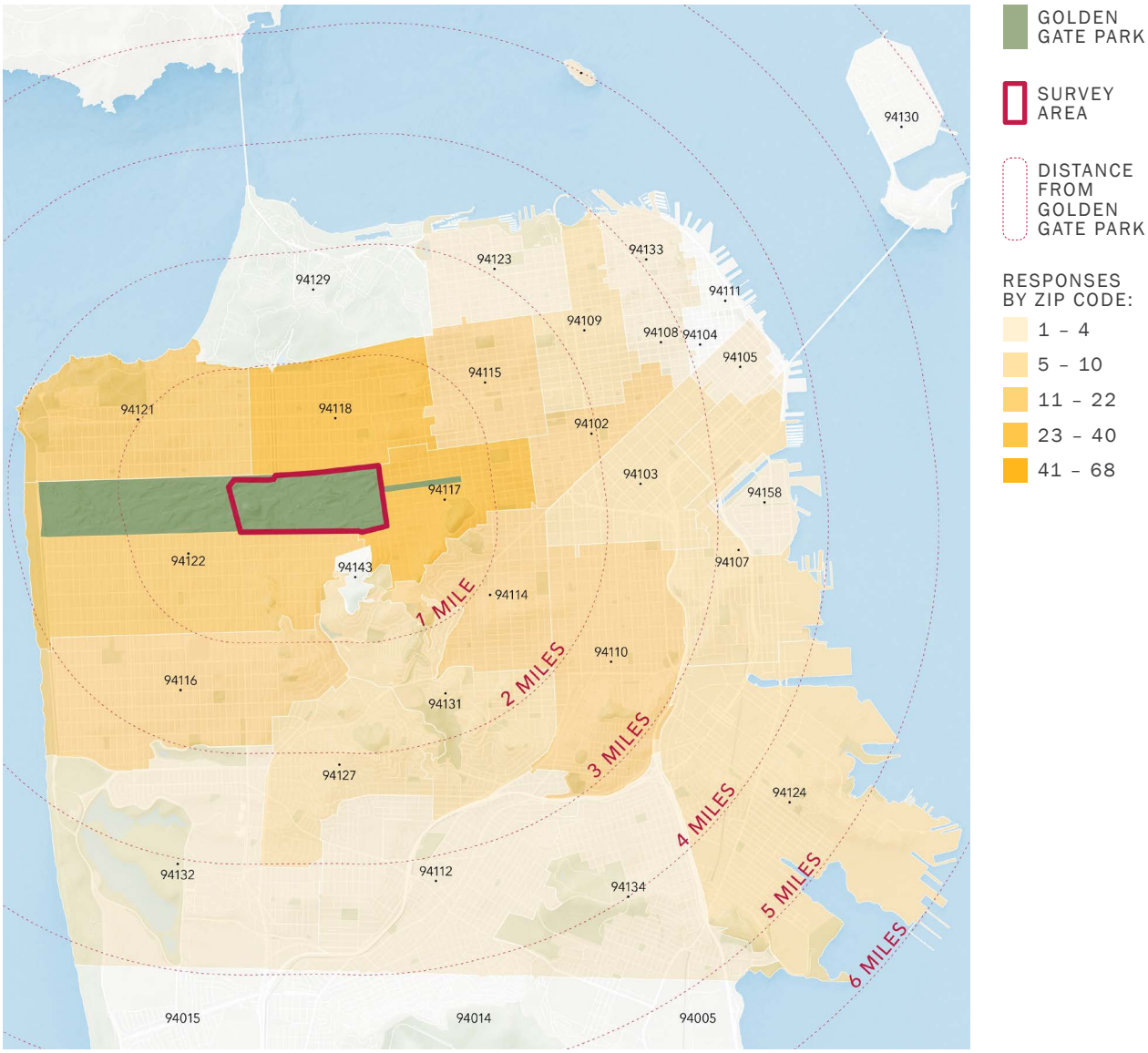
### Where respondents are coming from

Figure C-22 summarizes the home location of survey respondents using their zip code. Of the 422 surveys, 79% were from park visitors who live in San Francisco indicating the park is a regional destination, but most visitors are local.

**Figure C-22.** Respondents by Home Zip Code Location **(Intercept Survey)**


Figure C-23 shows a map of the home zip code locations of intercept survey respondents. Of those that provided a San Francisco zip code, 48% of respondents live within zip codes that are one mile from eastern GGP, 76% are within two miles. Residents of Districts 3, 10, and 11 made up 10% of respondents who provided a home zip code. A zip code was considered to be within a certain distance from eastern GGP based on the distance of the zip code polygon's centroid.

**Figure C-23.** Map of **Intercept Survey** Responses by Home Zip Code



## Frequency of trips and travel behaviors

Figure C-24 presents the responses to the question of how often respondents visit eastern GGP, including JFK Drive, since JFK Drive was closed to cars. Most respondents visit the park once per week or more.

**Figure C-24.** Frequency of Visit to GGP, Including JFK Drive, Since Closure to Cars **(Intercept Survey)**

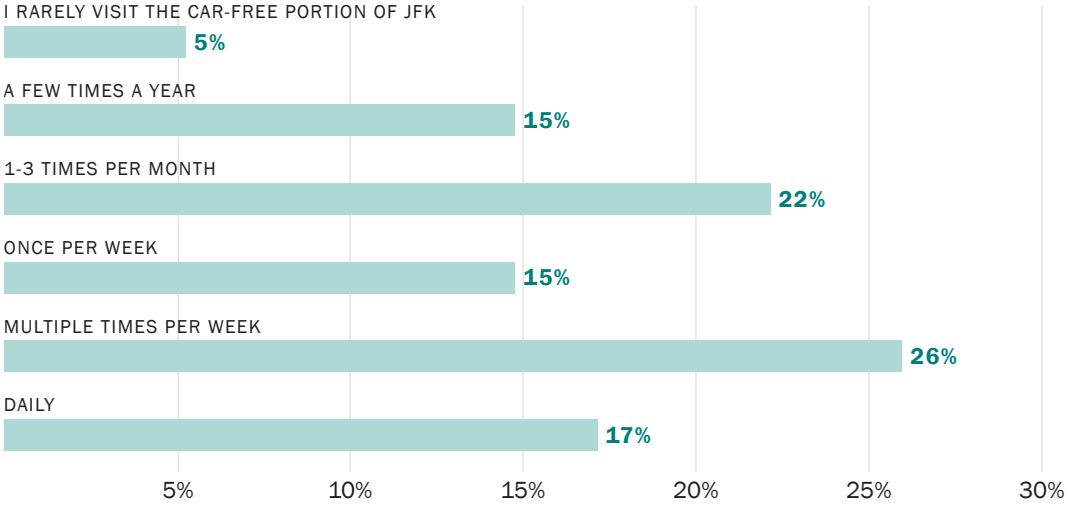



Figure C-25 presents the self-reported change in desire/ability to visit eastern GGP since JFK Drive was closed to cars. Most respondents visit GGP the same amount (51%) and 38% visit more. Only 10% of intercept survey respondents report visiting less.

**Figure C-25.** How the JFK Closure Impacts Desire/Ability to Visit Eastern Portion of GGP **(Intercept Survey)**

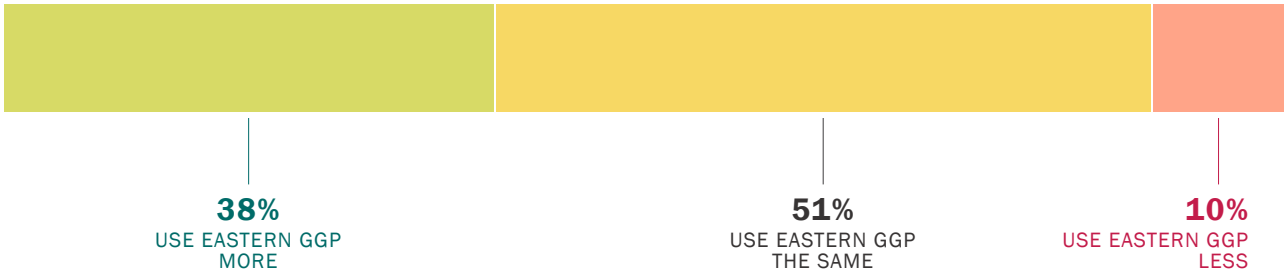


Figure C-26 compares the race/ethnicity of intercept survey respondents who use GGP less to the race/ethnicity of the entire survey sample. White and Hispanic and/or Latinx respondents were less impacted in their desire/ability to visit GGP than respondents of other races/ethnicities. Caution should be exercised when interpreting these results because of small sample sizes.

**Figure C-26.** Share of Respondents by Race/Ethnicity who Use Eastern GGP less since JFK closure **(Intercept Survey)**

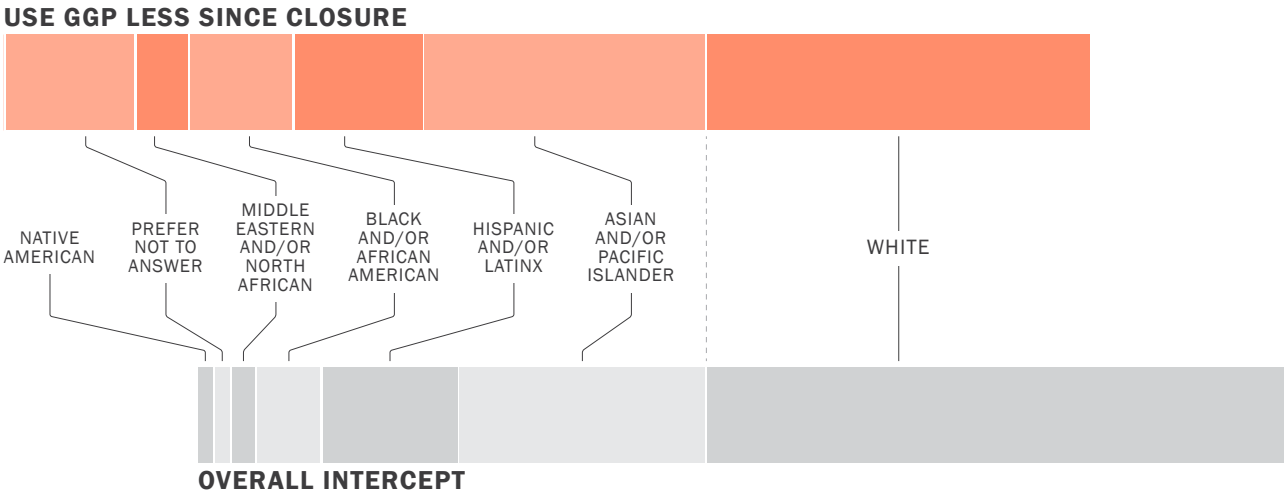



Figure C-27 presents the mode of travel to GGP on day of the survey. Respondents could answer multiple modes (e.g. walked to the bus and took the bus to the park). Most respondents go to the park by an active mode: 42% of walking & 11% by bike. Respondents who drove or carpooled to GGP made up 34% of the respondents and 10% rode transit.

**Figure C-27.** Mode of Travel to Eastern GGP **(Intercept Survey)**

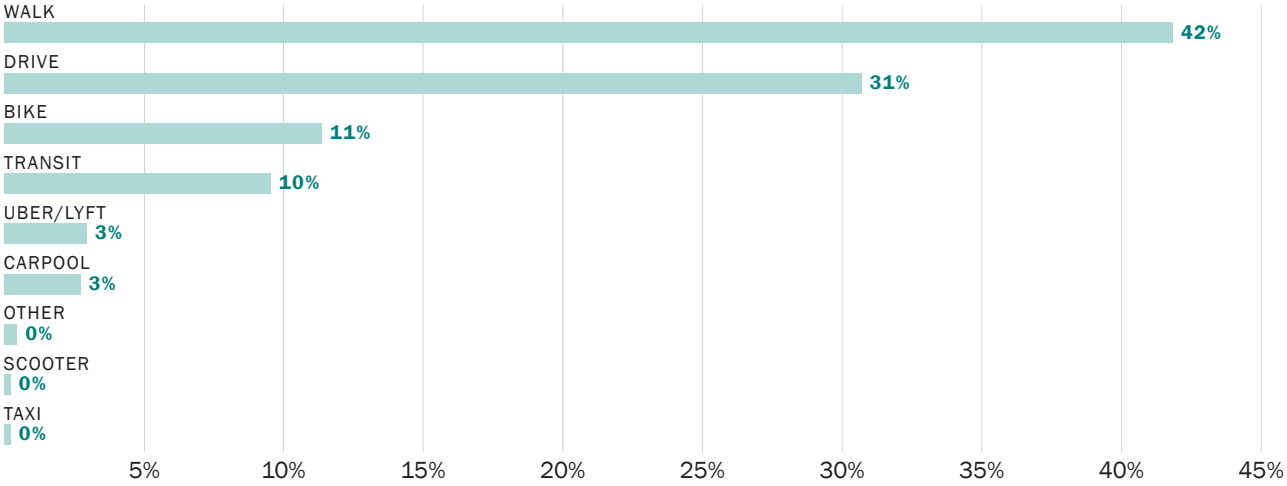
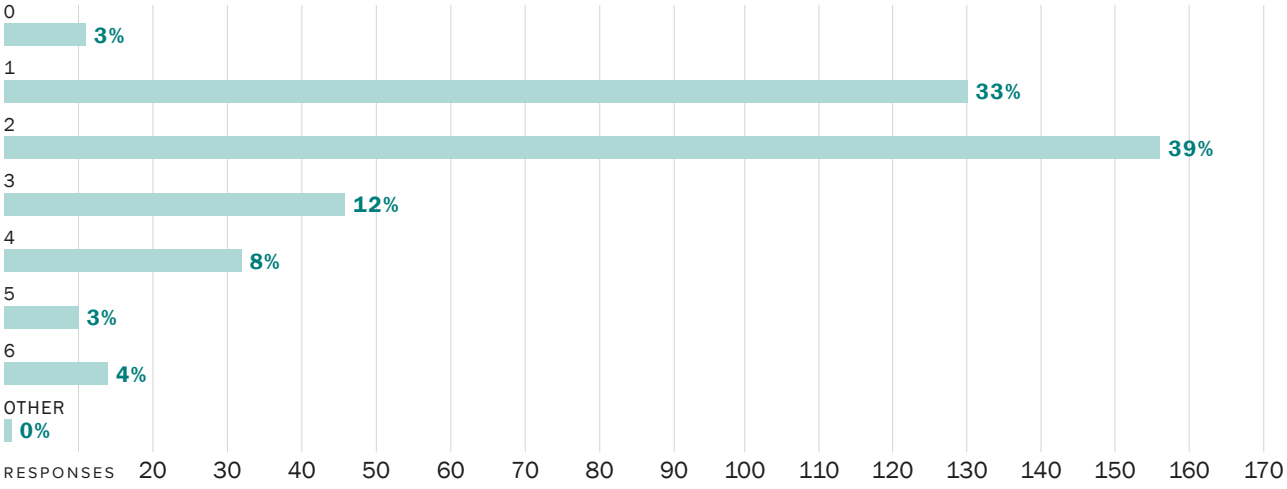


Figure C-28 presents the size of the group the respondent came to GGP with.

**Figure C-28.** Size of Group During Visit to GGP **(Intercept Survey)**




## C.3.3 DEMOGRAPHICS OF RESPONDENTS

Figure C-29 compares the race/ethnicity of intercept survey respondents to the race/ethnicity of San Francisco as a whole. Responses to the intercept survey are distributed similarly to the census data for San Francisco residents. The data for San Francisco is from the 2018 American Community Survey (ACS) 5-year estimate. The intercept survey is roughly proportional to the city as a whole (e.g. largest group is White, second largest is Asian or Pacific Islander); however, respondents who identified as White are overrepresented in the sample and Asian and/or Pacific Islander and Hispanic and/or Latinx are underrepresented in the sample.

**Figure C-29.** Race/Ethnicity of Survey Sample Compared to City of San Francisco[1] **(Intercept Survey)**

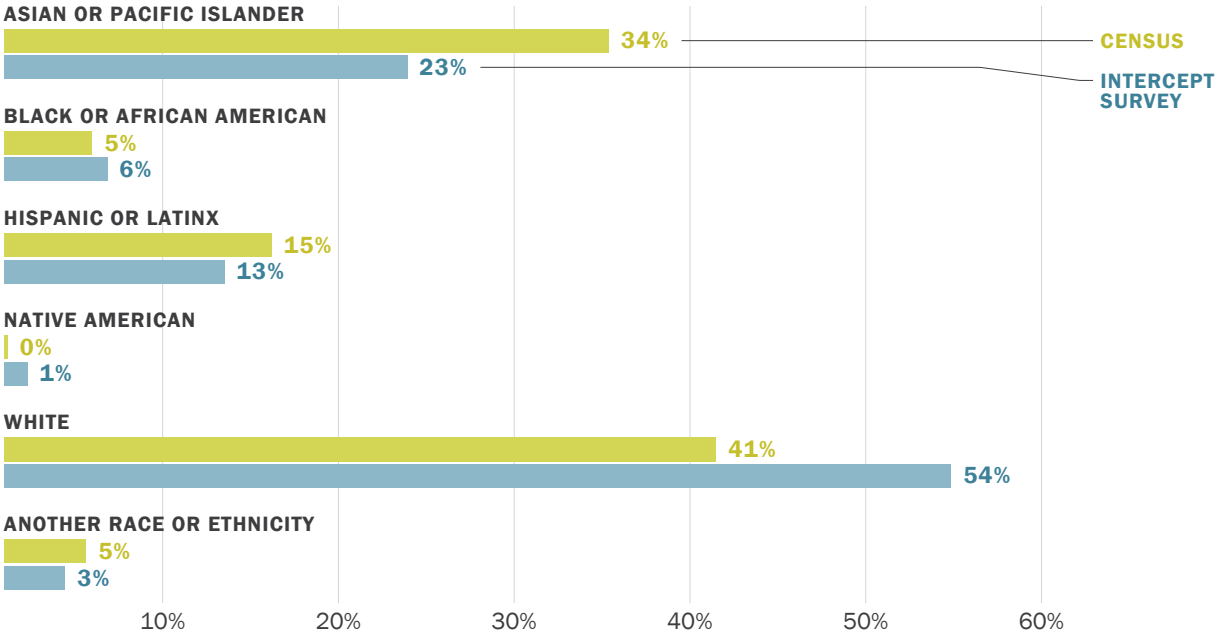
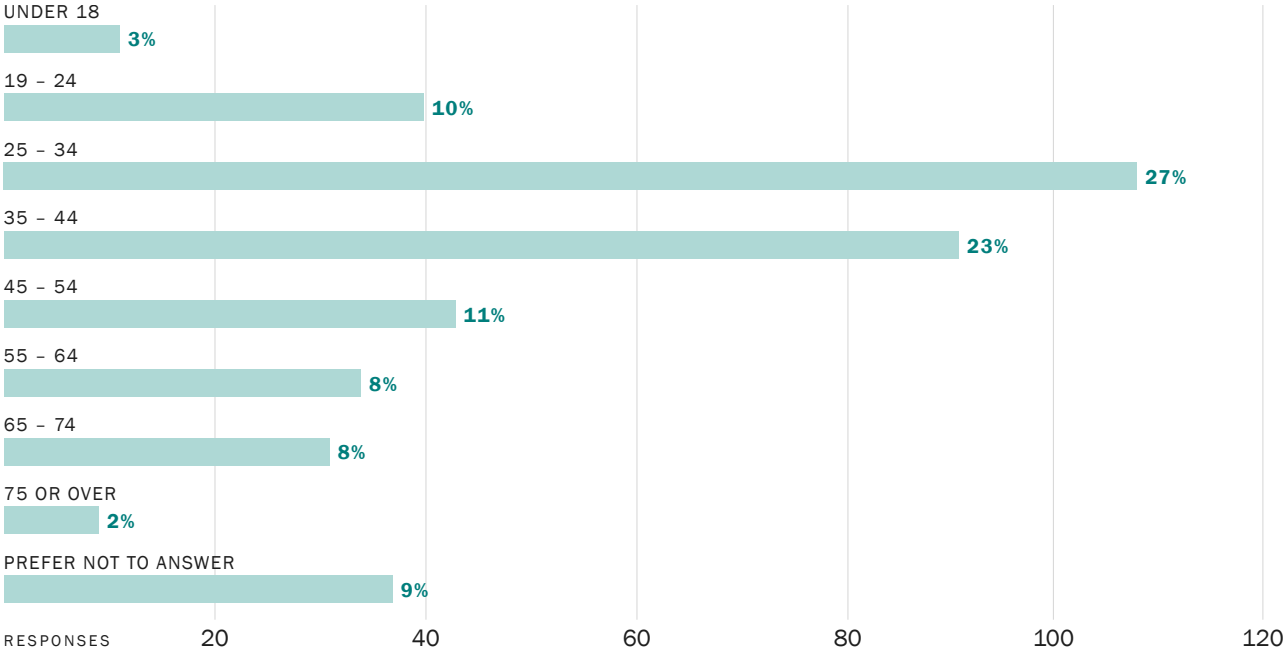



Figure C-30 summarizes the age of respondents. The survey sample is distributed across all age cohorts, with the largest group of responses aged 25 – 44.

**Figure C-30.** Age of Respondents **(Intercept Survey)**




1 American Community Survey 5-year Estimate, 2019.

Figure C-31 presents the household income of the survey sample. Many respondents did not share their income (38%); 36% of respondents have a household income of $100,000 or more and 25% of survey respondents have a household income of less than $100,000.

**Figure C-31.** Household Income of Respondents **(Intercept Survey)**

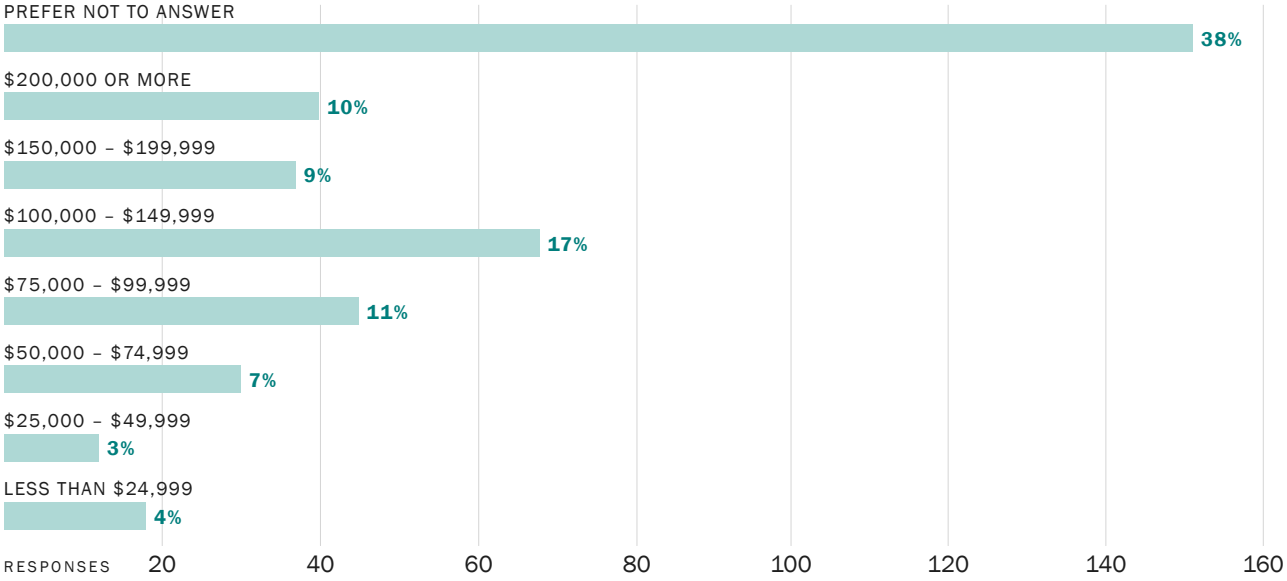
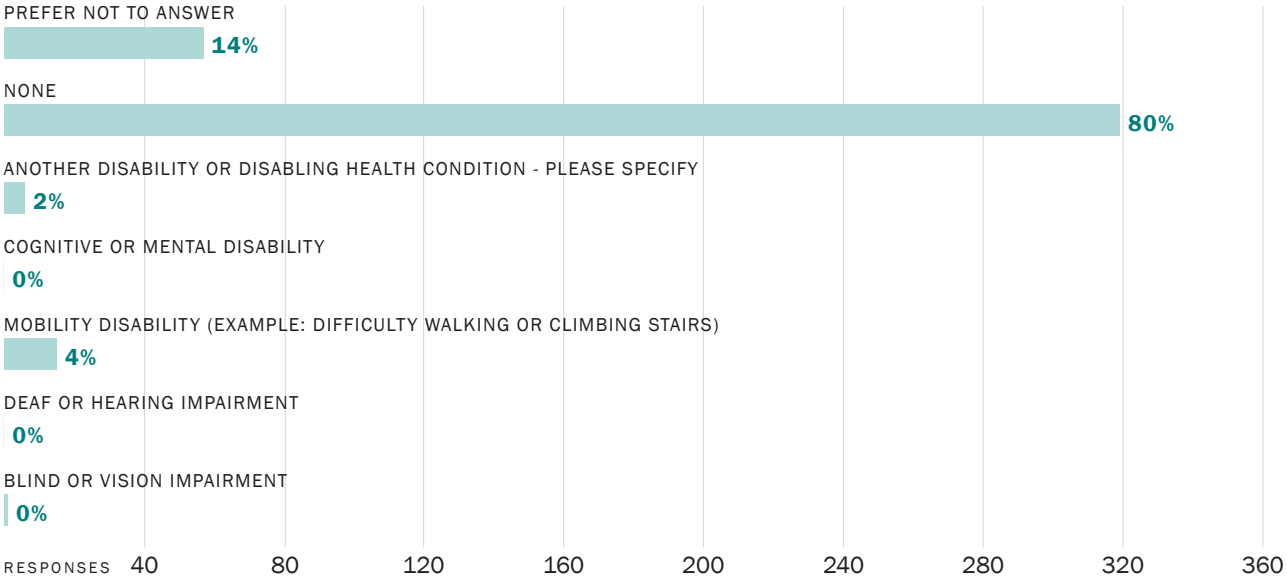



Figure C-32 presents the disability status of survey respondents. Living with a disability can influence travel options and create additional barriers to accessing eastern GGP. Most respondents do not have a disability with 4% having disability that affects mobility.

**Figure C-32.** Disability Status of Respondents **(Intercept Survey)**



# APPENDIX D:
# ADA Parking Locations

# APPENDIX E:
# Junior Guide July 2021 Recap

# APPENDIX F:
# Conceptual SFMTA Transportation Demand Management Job Description

The Rec Park Transportation Demand Manager will have three main program areas of work:

- Golden Gate Park shuttle oversight and management
- Rec Park program events transportation demand management
- GGP institutions employee transportation demand management
- GGP Parking management

The manager will also support access and mobility programs for Rec Park in coordination with Rec Park, SFMTA and other partners.

### Golden Gate Park Shuttle oversight and management

The Rec Park shuttle requires operational and capital improvements in the next two year, and general performance management and oversight in the long term. The disability community and the key Golden Gate Park destination communities are interested in long-term engagement and improvement to the shuttle.

Day to day tasks may include:

- Contract development and execution
- Vendor compliance and program management
- Operational improvements development
- Minor capital improvements implementation
- Major capital improvement coordination with Rec Park capital group
- Outreach, communication and marketing, especially to older adults, people with disabilities and serving populations of the key Golden Gate Park destinations.

### Rec Park program events transportation demand management

As Rec Park expands programmatic events Citywide, it is critical to ensure safe, affordable and efficient access for all San Franciscans, especially those in equity priority communities.

For moderate sized and greater events hosted by Rec Park or Rec Park permittees – events that are anticipated to have a citywide or regional draw – a planner is needed to develop access plans to ensure that however attendees are getting to the event, that they are able to do so safely and reliably.

Further, these plans will encourage and highlight the use of sustainable modes through visibility and potential usage incentives (best parking location, early/ closer access, giveaways).

For moderate sized Rec Park program events, be the lead transportation demand coordinator for City departments and private mobility providers to ensure excellent access to events. Tasks may include

- Leading associated street closures, including ISCOTT permitting and temp sign shop coordination,
- Implementation of grouped loading zones coordinated with taxi and rideshare companies,
- Facilitating bike valet,
- Coordinating bikeshare and scootershare additional service
- Ensuring signed detours for all users (vehicles, bicycles and pedestrians)

For major events supported by large scale permits (i.e., Outside Lands), support vendor in developing and enhancing annual TDM efforts across City departments (including SFMTA Muni and PCOs), private mobility providers (bikeshare, rideshare services, scooter providers), and implementation of additional Rec Park services such as shuttles to ensure safe and efficient access and egress from the event.

### GGP institutions employee transportation demand management

Work directly with institutions and employee access plans to identify mobility options and to encourage the use of sustainable modes by employees, including transit and carpooling where appropriate.

### GGP Parking Management

Work with Capital team to add blue zones and loading zones where appropriate within Golden Gate Park near key destinations or in areas with accessibility gaps. Complete a parking study every 5 years of key Rec Park facilities to modify and improve parking as needed.

# APPENDIX G:
# Equity Assessment

**Table G-1.** SFMTA/RPD Programs by Configuration Alternative

| SFCTA NAME | PROGRAM DESCRIPTION | NO PROJECT, PRE COVID | CAR-FREE JFK | ONE WAY PRIVATE VEHICLE ACCESS LOOP | NO PROJECT, LIMITED PROGRAM IMPROVEMENTS |
|---|---|---|---|---|---|
| **Expanded In-Park Shuttle Service** | Improve frequency, service, and stop amenities of existing park shuttle that operates along JFK Drive | weekend only, 30+ minute headways | **Yes** Weekday service would be added, and weekend service would be expanded | **Yes** Weekday service would be added, and weekend service would be expanded | **No** Service would only operate on Sundays |
| **Revised In-Park Shuttle Routing** | Improve shuttle service by extending the current route to connect to major destinations and transit [footnote to news release] | **No** | **Yes** The route would be extended to connect to Haight Street as a new terminal and Stow Lake as new stop | **Yes** The route would be extended to connect to Haight Street as a new terminal and Stow Lake as new stop | **Yes** The route would connect to Haight St, however the Stow Lake stop would need to be re-evaluated for feasibility due to narrow roadway |
| **Passenger Drop-off in the Music Concourse** | Improve access to major destinations by allowing all vehicles to use the loading zones directly in front of the museums for passenger loading. | **No** | **Yes** | **No** | **No** |
| **Equity Priority Community CBO Shuttle** | CBO constituents get free, single day service to Golden Gate Park. [Footnote: An expanded version of the Junior Guides Program that has evolved into a partnership with Bayview CBOs See Appendix XX | **No** | **Yes** | **Yes** | **No** A shuttle would not be implemented if the road is open to vehicles and all parking spaces are made available |
| **29 Sunset Improvement Project** | Improve the speed and reliability of the 29 Sunset, which serves Districts 10 and 11 | **No** | **Yes** | **Yes** | **Yes** |
| **Wayfinding Improvements** | Improve signage to make available parking and key destinations easier to find | **No** | **Major improvements** | **Major improvement** | **Minor Improvement** |
| **Transportation Demand Management Program** | Improve the overall parking conditions with a TDM program to improve traveler information, improve access for events, and study parking to identify opportunities to increase parking and loading. | **No** | **Yes** | **Yes** | **Yes** |
| **New ADA Spaces** | Reconstruct the Bandshell Parking Lot and re-stripe nearby roads to create 28 new ADA parking spaces, new ADA loading, new curb ramps, and path of travel upgrades | **No** | **Yes** | **Yes** | **Yes** |
| **Demand Responsive Garage Pricing** | RPD will work with the Music Concourse Community Partnership (MCCP), SFMTA, and the Board of Supervisors to implement flexible parking in the garage to make parking cheaper when it is underutilized. | **No** $5.25 – $6.25/hr and max rate of $29 – $33 | **Yes** | **Yes** | **Yes** |
| **Garage Subsidy (Museums for All) for Low-income Residents** | RPD will work with the MCCP to expand the Museums for All program to potentially include parking as part of the program, thereby providing free garage parking to San Francisco residents who quality for CalFresh of Medical | **No** | **Yes** | **Yes** | **No** Free parking on-street parking is restored |
| **Garage Drop-Off Area** | Improve the drop-off area in the Music Concourse Garage by adding waiting areas, additional loading areas, and increasing allowed drop-off time to 30 minutes. Changes to vehicle circulation or roadway striping require agreement by the Music Concourse Community Partnership. | **No, but 15 min free drop off** | **Yes** | **No** | **No** |
| **Direct programming in GGP for equity priority communities** | Expand programming in GGP which welcomes Black and brown communities. This is not assumed to impact travel or access to the eastern portion of GGP. | **No** | **Yes** | **Yes** | **Yes** |
| **Courtesy Campaign on car-free streets** | Educational campaign to encourage safe behavior on bikes, scooters, and other mobility devices. This is not assumed to impact travel or access to other Eastern portion of GGP. | **No** | **Yes** | **Minimal (not on Loop)** | **No** |
| **New Bikeshare Locations** | Pursue new bikeshare stations within GGP | **No** | **Yes** | **Yes** | **Yes** |

**Table G-2.** Equity Rubric

| SPATIAL | TEMPORAL | ECONOMIC | PHYSIOLOGICAL |
|---|---|---|---|
| **All modes**<br>Trip distance is <1 mile<br>**Drive**<br>Accessing in-park destination does not require additional walking<br>**Transit**<br>Door to Park route with no transfers<br>**Active/Shared**<br>Travel route has limited interactions with the high injury network and few network gaps<br>Access to shared services [e.g., bikeshare, carshare, ride-hail] is readily available | **All Modes**<br><30 minute door to Park trip time, including time to find parking<br>Total trip time or difficulty is consistent and predictable for all days/times of week | **All Modes**<br>Cost of trip can be made for under $5<br>Where travel costs money, discounts are available for special groups<br>No start up costs to use<br>**Active/ Shared**<br>Does not need cell phone data or web access to use | **All Modes**<br>ADA accessible/compliant for people with physical and/or cognitive disabilities<br>Limited barriers to traveling with heavy equipment (strollers, wheelchairs, etc.) |
| **All Modes**<br>Trip distance is 1 – 3 miles<br>**Drive**<br>Accessing in-park destination requires walk from parking location<br>**Transit**<br>Route with 1 transfer or <0.25 mile walk to/from transit<br>**Active/Shared**<br>Travel route has some interactions with the high injury network and/or some network gaps<br>Access to shared services is available but requires waiting or additional travel | **All Modes**<br>30 – 45 minute door to Park trip time, including time to find parking<br>Total trip time or difficulty to make trip increases more on certain days or at certain times" | **All Modes**<br>Cost of trip between $5 – $15<br>Moderate start up cost<br>**Active/Shared**<br>Generally requires cell phone or web access to use, however a no-technology option exists | **All Modes**<br>Moderate level of accessibility for people with physical and/or cognitive disabilities<br>Moderate barriers to traveling with heavy equipment (strollers, wheelchairs, etc. |
| **All Modes**<br>Trip distance is >3 miles<br>**Drive**<br>Accessing in-park destination requires walking from parking location and crossing perimeter streets into park<br>**Transit**<br>Route with >1 transit transfer and >0.25 mile walk to/from transit<br>**Active/Shared**<br>Travel route has many interactions with the high injury network and many network gaps<br>Access to shared services is not available | **All Modes**<br>>45 minute door to Park trip time, including time to find parking<br>Total trip time or difficulty to make trip increases considerably or is not possible on certain days or at certain times | **All Modes**<br>Cost of trip is greater than $15<br>High start up cost<br>**Active/ Shared**<br>Requires cell phone or web access to use | **All Modes**<br>Low level of accessibility for people with physical and/or cognitive disabilities<br>High barriers to traveling with heavy equipment (strollers, wheelchairs, etc.)" |

**Table G-3.** Baseline, Pre-COVID

| | SPATIAL<br>Geographic distance | TEMPORAL<br>Time to make a trips and time trips are made | ECONOMIC<br>Affordability | PHYSIOLOGICAL<br>Barriers for people who have physical or cognitive challenges, tech proficiency |
|---|---|---|---|---|
| **Driving** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Though District 3, District 10, District 11 are far from the Park, cars can travel far distances quickly<br>Parking is restricted in the study area on Sundays, Holidays and some Saturday April and September<br>Park lacks sufficient clear signage directing drivers to parking and destinations | Drive time to the park is 20 – 50 minutes on weekends (2 p.m.)<br>Drive time to the park is 18 – 45 minutes on a weekday afternoon (2 p.m.)<br>Music concourse garage parking only available from 7 a.m. to 7 p.m.<br>Parking spaces on adjacent streets (outside of park) are free and underused most periods, but can be hard to find a parking space during the busiest times of the day | High cost of car ownership<br>Music concourse garage parking costs $6.25/hour on weekends, with a $33.00 maximum<br>Majority of parking spaces in and around park, including along JFK, are unpriced. These provide affordable options.<br>Ride Hail/taxi services are expensive due to far distance<br>Sunday and Saturday street closures remove 518 free spaces which may create financial barriers at the busiest times | Few barriers to transporting heavy equipment (e.g. strollers & wheelchairs)<br>ADA spaces available in the study area but limited during weekend JFK closures<br>Private vehicle pick ups and drop offs possible on full extent of JFK Drive during weekdays and winter Saturdays |
| **Transit** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Travel from District 3 requires 1 transfer; Travel from District 10 is direct on 44; Travel from District 11 is direct on the 43, but requires 0.25 miles of walking, otherwise travel from District 11 requires 1 transfer | Weekend (2 p.m.) door to park travel time as follows:<br>District 3: 48 minutes<br>District 10: 68 minutes<br>District 11: 48 minutes<br>Weekend (7 a.m.) door to park travel time as follows:<br>District 3: 48 mins<br>District 10: 61 mins<br>District 11: 46 mins<br>Weekday (2 p.m.) door to park travel time as follows:<br>District 3: 46 mins<br>District 10: 71 mins<br>District 11: 49 mins<br>Off peak headways exceed 15 minutes for the 29, 43, and 44:<br>29 late night headways: 17 minutes<br>43 weekend headways: 20 minutes<br>44 late night headways: 17 minutes | $2.50/one-way trip<br>Does not require a cell phone to use, although a cell phone can provide valuable information on expected transit departure times<br>No up-front costs<br>Free for youth under 18<br>Discounts available for seniors, people with low-incomes | Bus crowding may make it more difficult for people with physiological challenges or bulky equipment to use service<br>Not all transit stops are accessible (e.g. some lack curb cuts) |
| **Paratransit** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Paratransit vehicles can travel large distances | Paratransit booking processes can limit trip flexibility<br>SF Paratransit Taxi Partnership allows for on-demand rides.<br>Paratransit able to access JFK for passenger loading at all times | Cost varies based on type of service and ranges from $2.50 to metered taxi rates that are discounted by 80% | Paratransit able to access JFK for passenger loading at all times |
| **Biking** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Far distance makes biking infeasible for most people<br>Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain<br>Bikeshare stations adjacent to but not within park<br>Limited secure bike parking within park make it difficult to end trip by bike | Although travel time is consistent at all times of day, biking travel time is lengthy:<br>District 3: 32 mins<br>District 10: 51 mins<br>District 11: 43 mins<br>May be challenging at night and in the early morning because of limited visibility, and during the day when traffic volumes are high | Requires bike ownership or access to bike share<br>Unsubsidized bike share costs at least $3.00/trip<br>Bike share discounts are available to people with low incomes and students | Difficult to travel by bike with children or large equipment |
| **Walking** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Far distance makes walking infeasible for most people<br>Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain | Although travel time is consistent at all times of day, walking travel time is lengthy:<br>District 3: 92 mins<br>District 10: 140 mins<br>District 11: 110 mins<br>May be challenging at night and in the early morning because of limited visibility and fewer people outside | | Some people, especially people with disabilities, young children, and the elderly, may be limited in their ability to walk far distance to the park<br>Documented safety challenges crossing perimeter roads to access the park (Fulton, Lincoln) |

**Table G-4.** No Project, Limited Program Improvements

| | SPATIAL<br>Geographic distance | TEMPORAL<br>Time to make a trips and time trips are made | ECONOMIC<br>Affordability | PHYSIOLOGICAL<br>Barriers for people who have physical or cognitive challenges, tech proficiency |
|---|---|---|---|---|
| **Driving** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Though District 3, District 10, District 11 are far from the Park, cars can travel far distances quickly<br>**Open JFK: Maintains 504 free parking spaces that can be used for parking and loading near many park destinations during weekdays and some Saturdays**<br>**Minor Wayfinding Improvements: Improves access to the park through better navigation to parking areas and park destinations** | Drive time to the park is 20 – 50 minutes on weekends (2 p.m.)<br>Drive time to the park is 18 – 45 minutes on a weekday afternoon (2 p.m.)<br>Music concourse garage parking only available from 7 a.m. to 7 p.m.<br>Parking on adjacent streets (outside of park) are free and underused most periods, but can make it hard to find a parking space during the busiest times of the day<br>**Reopened free spaces on JFK may not improve availability at busiest times**<br>**Demand Responsive Garage Parking: Improves access to the park by using price to keep parking spaces available at busiest hours** | High cost of car ownership<br>Majority of parking spaces in and around park, including along JFK, are unpriced. These provide affordable options<br>Ride Hail/taxi services can be expensive due to far distance<br>**Demand Responsive Garage Pricing: Impacts access by changing the price of parking. May decrease cost of parking in the Music Concourse Garage at less busy times of day** | Few barriers to transporting heavy equipment (e.g. strollers & wheelchairs)<br>ADA spaces available but limited during weekend JFK closures (summer Saturdays and all Sundays)<br>**Open JFK: Maintains 478 general and 26 ADA spaces that can be used for parking and loading near destinations**<br>**28 New ADA Spaces: Improves access to the park by creating 20 new ADA spaces in the Bandshell lot near the music concourse and 8 on nearby streets**<br>**TDM Program: Improves the overall parking conditions. Improves traveler information and access for events, studies parking to identify opportunities to increase parking and loading** |
| **Transit** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Travel from District 3 requires 1 transfer; Travel from District 10 is direct on 44; Travel from District 11 is direct on the 43, but requires 0.25 miles of walking, otherwise travel from District 11 requires 1 transfer<br>**Revised In-Park Shuttle Routing: Improves access to the park by supporting first/last mile connections to parking and transit on Haight Street** | Weekend (2 p.m.) door to park travel time as follows:<br>District 3: 48 minutes<br>District 10: 68 minutes<br>District 11: 48 minutes<br>Weekend (7 a.m.) door to park travel time as follows:<br>District 3: 48 mins<br>District 10: 61 mins<br>District 11: 46 mins<br>Weekday (2 p.m.) door to park travel time as follows:<br>District 3: 46 mins<br>District 10: 71 mins<br>District 11: 49 mins<br>**29 Sunset Improvement Project: Improves access to the park by increasing service frequency and reducing travel time along 29 Sunset route** | $2.50/one-way trip<br>Does not require a cell phone to use, although a cell phone can provide valuable information on expected transit departure times<br>No up-front costs<br>Free for youth under 18<br>Discounts available for seniors, people with low-incomes | Bus crowding during peak times may limit accessibility for people using mobility devices or people carrying bulky equipment (e.g. strollers)<br>Not all connections between adjacent transit stops and the study area are accessible (e.g. missing curb cuts)<br>**Expanded In-Park Shuttle Service: New amenities at in-park shuttle stops such as benches and shelters. Shuttle runs Sundays and some Saturdays.** |
| **Paratransit** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Paratransit vehicles can travel large distances quickly | Paratransit able to access JFK for passenger loading at all times<br>Paratransit booking processes can limit trip flexibility<br>SF Paratransit Taxi Partnership allows for on demand rides. | Cost varies based on type of service and ranges from $2.50 to metered taxi rates that are discounted by 80% | |
| **Biking** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Far distance makes biking infeasible for most people<br>Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain<br>Limited secure bike parking within park make it difficult to end trip by bike<br>**New Bikeshare Locations: Improves access to the park by providing a direct endpoint for rides within the park boundary** | Although travel time is consistent at all times of day, biking travel time is lengthy:<br>District 3: 32 mins<br>District 10: 51 mins<br>District 11: 43 mins<br>May be challenging at night and in the early morning because of limited visibility, and during the day when traffic volumes are high | Requires bike ownership or access to bike share<br>Unsubsidized bike share costs at least $3.00/trip<br>Bike share discounts are available to people with low incomes and students | Difficult to travel by bike with children or large equipment |
| **Walking** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Far distance makes walking infeasible for most people<br>Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain | Although travel time is consistent at all times of day, walking travel time is lengthy:<br>District 3: 92 mins<br>District 10: 140 mins<br>District 11: 110 mins<br>May be challenging at night and in the early morning because of limited visibility and fewer people outside" | | Some people with disabilities, young children, the elderly, may be limited in their ability to walk far distance to the park<br>Documented safety challenges crossing perimeter roads to access the park (Fulton, Lincoln) |

**Note:** Items in black are the "pre-COVID conditions", **green items are different under different alternative definitions as stated in the Alternatives Tab**

**Table G-5.** Car Free, Program Improvements

| | SPATIAL<br>Geographic distance | TEMPORAL<br>Time to make a trips and time trips are made | ECONOMIC<br>Affordability | PHYSIOLOGICAL<br>Barriers for people who have physical or cognitive challenges, tech proficiency |
|---|---|---|---|---|
| **Driving** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Though District 3, District 10, District 11 are far from the Park, cars make it easy to travel far distances<br>**Car Free Streets in GGP: Removes parking spaces and may require parking outside of park, creating safety barriers for accessing the park as major roads surrounding park (Fulton, Lincoln) are known to be high risk to pedestrians**<br>**Major Wayfinding Improvements: Improves access to the park through better navigation to parking areas and park destinations** | Drive time to the park is 20 – 50 minutes on weekends (2 p.m.)<br>Drive time to the park is 18 – 45 minutes on a weekday afternoon (2 p.m.)<br>Music concourse garage parking only available from 7 a.m. to 7 p.m.<br>Parking on adjacent streets (outside of park) are free and underused most periods, but can make it hard to find a parking space during the busiest times of the day<br>**Car Free Streets in GGP: Decreases access to the park for drivers by reducing the total parking supply all days of the week, increasing the difficulty of and time to find parking during busy periods**<br>**Demand Responsive Garage Pricing: Improves access to the park by using price to keep parking spaces available at peak hours** | High cost of car ownership<br>Majority of parking spaces in and around park are unpriced to provide affordable options<br>Ride Hail/taxi services can be expensive due to far distance<br>**Car Free Streets in GGP: Street closure removes 504 free spaces in the park, which may create financial barriers to accessing the park at different times**<br>**Demand Responsive Garage Pricing: Impacts access by changing the price of parking. May decrease cost or parking in the Music Concourse Garage at less busy times of day, but with fewer free on-street spaces in the park this may lead to increased parking costs for some**<br>**Garage Subsidy for Low-Income Residents: Improves access to the park by reducing the cost of paid parking in the Music Concourse Garage for park visitors from low-income San Francisco residents** | Few barriers to transporting heavy equipment (e.g. strollers & wheelchairs)<br>**Car Free Streets in GGP: Decreases access to the park as 26 ADA parking spaces which were previously available on weekdays are made unavailable due to JFK closure**<br>**Car Free Streets in GGP: Improves access to the park by allowing all vehicles to use the Music Concourse for passenger loading**<br>**28 New ADA Spaces: Improves access to the park by creating 20 new ADA spaces in the Bandshell lot near the music concourse and 8 on nearby streets**<br>**TDM Program: Improves the overall parking conditions. Improves traveler information and access for events, studies parking to identify opportunities to increase parking and loading**<br>**Garage Drop-Off Area: Improves access to the park by expanding waiting areas, loading areas, and increasing the allowed drop off time to 30 minutes**<br>**Music Concourse White Zones: available for all passenger loading via MLK or through the Music Concourse Garage** |
| **Transit** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Travel from District 3 requires 1 transfer; Travel from District 10 is direct on 44; Travel from District 11 is direct on the 43, but closest stop is 0.25 miles from the park itself, traveling directly to the park from District 11 requires 1 transfer<br>**Revised In-Park Shuttle Routing: Improves access to the park by supporting first/last mile connections to transit parking areas on Haight Street and Stow Lake**<br>**Equity Priority Community CBO Shuttle: Shuttle provides free transportation, paired with programming on specific days** | Weekend (2 p.m.) door to park travel time as follows:<br>District 3: 48 minutes<br>District 10: 68 minutes<br>District 11: 48 minutes<br>Weekend (7 a.m.) door to park travel time as follows:<br>District 3: 48 mins<br>District 10: 61 mins<br>District 11: 46 mins<br>Weekday (2 p.m.) door to park travel time as follows:<br>District 3: 46 mins<br>District 10: 71 mins<br>District 11: 49 mins<br>**29 Sunset Improvement Project: Improves access to the park by increasing service frequency and reducing travel time along 29 Sunset route**<br>**Expanded In-Park Shuttle Service: Improves access to the park by expanding weekend service hours and introducing weekend service**<br>**Equity Priority Community CBO Shuttle: Shuttle provides free transportation, paired with programming on specific days**<br>**Car Free Streets in GGP: 44 O'Shaughnessy would improve efficiency and reliability by eliminating cross traffic in the park** | $2.50/one-way trip<br>Does not require a cell phone to use, although a cell phone can provide valuable information on expected transit departure times<br>No up-front costs<br>Free for youth under 18<br>Discounts available for seniors, people with low-incomes<br>**Equity Priority Community CBO Shuttle: Shuttle provides free transportation, paired with programming on specific days** | Bus crowding during peak times may limit accessibility for people using mobility devices or people carrying bulky equipment (e.g. strollers)<br>Not all connections between adjacent transit stops and the study area are accessible (e.g. missing curb cuts)<br>**29 Sunset Improvement Project: Increases access by reducing crowding on the 29 Sunset** |
| **Paratransit** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Paratransit vehicles can travel quickly | Paratransit booking processes can limit trip flexibility<br>SF Paratransit Taxi Partnership allows for on demand rides.<br>Paratransit able to access JFK for passenger loading at all times | Cost varies based on type of service and ranges from $2.50 to metered taxi rates that are discounted by 80% | |
| **Biking** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Far distance makes biking infeasible for most people<br>Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain<br>Limited secure bike parking within park make it difficult to end trip by bike<br>**New Bikeshare Locations: Improves access to the park by providing a direct endpoint for rides within the park boundary** | Although travel time is consistent at all times of day, biking travel time is lengthy:<br>District 3: 32 mins<br>District 10: 51 mins<br>District 11: 43 mins<br>May be challenging at night and in the early morning because of limited visibility, and during the day when traffic volumes are high | Requires bike ownership or access to bike share<br>Unsubsidized bike share costs at least $3.00/trip<br>Bike share discounts are available to people with low incomes and students | Difficult to travel by bike with children or large equipment |
| **Walking** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Far distance makes walking infeasible for most people<br>Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain | Although travel time is consistent at all times of day, walking travel time is lengthy:<br>District 3: 92 mins<br>District 10: 140 mins<br>District 11: 110 mins<br>May be challenging at night and in the early morning because of limited visibility and fewer people outside | | Some people with disabilities, young children, the elderly, may be limited in their ability to walk far distance to the park<br>Documented safety challenges crossing perimeter roads to access the park (Fulton, Lincoln) |

**Note:** Items in black are the "pre-COVID conditions", **green items are different under different alternative definitions as stated in the Alternatives Tab**

**Table G-6.** One Way Vehicle Loop, Program Improvements

| | SPATIAL<br>Geographic distance | TEMPORAL<br>Time to make a trips and time trips are made | ECONOMIC<br>Affordability | PHYSIOLOGICAL<br>Barriers for people who have physical or cognitive challenges, tech proficiency |
|---|---|---|---|---|
| **Driving** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Though District 3, District 10, District 11 are far from the Park, cars make it easy to travel far distances<br>**Partial Street Closure: Removes parking spaces and may require parking outside of park, creating safety barriers for accessing the park as major roads surrounding park (Fulton, Lincoln) are known to be high risk to pedestrians**<br>**Major Wayfinding Improvements: Improves access to the park through better navigation to parking areas and park destinations** | Drive time to the park is 20 – 50 minutes on weekends (2 p.m.)<br>Drive time to the park is 18 – 45 minutes on a weekday afternoon (2 p.m.)<br>Music concourse garage parking only available from 7 a.m. to 7 p.m.<br>Parking on adjacent streets (outside of park) are free and underused most periods, but can make it hard to find a parking space during the busiest times of the day<br>**Partial Street Closure: Decreases access to the park for drivers by reducing the total parking supply, increasing the difficulty of and time to find parking during busy periods**<br>**Demand Responsive Garage Pricing: Improves access to the park by using price to keep parking spaces available at peak hours** | High cost of car ownership<br>Majority of parking spaces in and around park are unpriced. These provide affordable options.<br>Ride Hail/taxi services can be expensive due to far distance<br>**Partial Street Closure: Street closure removes 504 free spaces in the park, which may create financial barriers to accessing the park at different times**<br>**Demand Responsive Garage Pricing: Impacts access by changing the price of parking. May decrease cost or parking in the Music Concourse Garage at less busy times of day, but with fewer free on-street spaces in the park this may lead to increased parking costs for some**<br>**Garage Subsidy for Low-Income Residents: Improves access to the park by reducing the cost of paid parking in the Music Concourse Garage for park visitors from low-income San Francisco residents** | Few barriers to transporting heavy equipment (e.g. strollers & wheelchairs)<br>**28 New ADA Spaces: Improves access to the park by creating 20 new ADA spaces in the Bandshell lot near the music concourse and 8 on nearby streets**<br>**TDM Program: Improves the overall parking conditions. Improves traveler information and access for events, studies parking to identify opportunities to increase parking and loading**<br>**Partial Street Closure: Worsens access by removing some parking spaces that can be used for loading** |
| **Transit** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Travel from District 3 requires 1 transfer; Travel from District 10 is direct on 44; Travel from District 11 is direct on the 43, but requires 0.25 miles of walking, otherwise travel from District 11 requires 1 transfer<br>**Revised In-Park Shuttle Routing: Improves access to the park by supporting first/last mile connections to transit parking areas on Haight Street and Stow Lake**<br>**Equity Priority Community CBO Shuttle: Shuttle provides free transportation, paired with programming on specific days** | Weekend (2 p.m.) door to park travel time as follows:<br>District 3: 48 minutes<br>District 10: 68 minutes<br>District 11: 48 minutes<br>Weekend (7 a.m.) door to park travel time as follows:<br>District 3: 48 mins<br>District 10: 61 mins<br>District 11: 46 mins<br>Weekday (2 p.m.) door to park travel time as follows:<br>District 3: 46 mins<br>District 10: 71 mins<br>District 11: 49 mins<br>**29 Sunset Improvement Project: Improves access to the park by increasing service frequency and reducing travel time along 29 Sunset route**<br>**Expanded In-Park Shuttle Service: Improves access to the park by expanding weekend service hours and introducing weekend service**<br>**Equity Priority Community CBO Shuttle: Shuttle provides free transportation, paired with programming on specific days** | $2.50/one-way trip<br>Does not require a cell phone to use, although a cell phone can provide valuable information on expected transit departure times<br>No up-front costs<br>Free for youth under 18<br>Discounts available for seniors, people with low-incomes<br>**Equity Priority Community CBO Shuttle: Shuttle provides free transportation, paired with programming on specific days** | Bus crowding during peak times may limit accessibility for people using mobility devices or people carrying bulky equipment (e.g. strollers)<br>Not all connections between adjacent transit stops and the study area are accessible (e.g. missing curb cuts)<br>**29 Sunset Improvement Project: Increases access by reducing crowding on the 29 Sunset** |
| **Paratransit** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Paratransit vehicles can travel quickly | Paratransit booking processes can limit trip flexibility<br>SF Paratransit Taxi Partnership allows for on demand rides.<br>Paratransit able to access JFK for passenger loading at all times | Cost varies based on type of service and ranges from $2.50 to metered taxi rates that are discounted by 80% | |
| **Biking** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Far distance makes biking infeasible for most people<br>Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain<br>Limited secure bike parking within park make it difficult to end trip by bike<br>**New Bikeshare Locations: Improves access to the park by providing a direct endpoint for rides within the park boundary** | Although travel time is consistent at all times of day, biking travel time is lengthy:<br>District 3: 32 mins<br>District 10: 51 mins<br>District 11: 43 mins<br>May be challenging at night and in the early morning because of limited visibility, and during the day when traffic volumes are high | Requires bike ownership or access to bike share<br>Unsubsidized bike share costs at least $3.00/trip<br>Bike share discounts are available to people with low incomes and students | Difficult to travel by bike with children or large equipment |
| **Walking** | District 3, District 10, District 11 are all >3 miles from Golden Gate Park<br>Far distance makes walking infeasible for most people<br>Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain | Although travel time is consistent at all times of day, walking travel time is lengthy:<br>District 3: 92 mins<br>District 10: 140 mins<br>District 11: 110 mins<br>May be challenging at night and in the early morning because of limited visibility and fewer people outside | | Some people with disabilities, young children, the elderly, may be limited in their ability to walk far distance to the park<br>Documented safety challenges crossing perimeter roads to access the park (Fulton, Lincoln) |

**Note:** Items in black are the "pre-COVID conditions", **green items are different under different alternative definitions as stated in the Alternatives Tab**

**Table G-7.** Comparison

| | **SPATIAL**<br>Geographic distance | **TEMPORAL**<br>Time to make trips and time trips are made | **ECONOMIC**<br>Affordability | **PHYSIOLOGICAL**<br>Barriers for people who have physical or cognitive challenges, tech proficiency |
|---|---|---|---|---|
| **0. BASELINE**<br>(No Project, Pre Covid) | | | | |
| ROLLUP | + In the eastern half of GGP there are about 3,000 free parking spaces (including blue zones) for parking and loading during weekdays and some Saturdays<br>– District 3, District 10, District 11 are all over 3 miles away from the park<br>– Some transit requires transfers/does not provide a direct connection to the park<br>– Distance makes travel from focus districts by walking and biking difficult<br>– Walk/bike routes often have gaps and intersect with streets on the high injury network<br>? On Sundays, Holidays, and some Saturdays, there are up to 504 fewer spaces<br>– Park lacks sufficient clear signage directing drivers to parking and destinations<br>+ Muni 43, 44, 29 buses provide transit services to focus districts | – Transit and active trips takes longer than 45 minutes<br>– Some transit service is reduced on weekends<br>– Driving to the park can be faster than a transit trip but travel time is unpredictable; can take up to 50 minutes<br>– Music concourse garage hours are limited to 7 a.m. to 7 p.m.<br>– Parking in and around the park can be difficult at the busiest times of day, especially weekends<br>+ Paratransit vehicles can access JFK at all times | – Parking in the music concourse garage is a maximum of $33 per day<br>– Far distances increases average costs of taxi and ride hail services<br>– Sunday street closures remove 504 free spaces, which may create financial barriers at the busiest times, including weekends<br>+ Majority of parking spaces in and around park are free<br>+ Many options for traveling to the park offer discounts for groups including youth, seniors, and people with low-incomes<br>+ Active transportation modes are free or low cost | + In the study area there are about 3,000 free parking spaces (including blue zones) for parking and loading during weekdays and some Saturdays<br>– Documented safety challenges crossing perimeter roads (Fulton, Lincoln) to access the park<br>? ADA spaces are available on full extent of JFK during weekdays and Saturdays in the fall/winter but are limited on Sundays and Saturdays between April and September<br>+ Paratransit vehicles can access JFK at all times<br>+ Private vehicle pick up and drop offs are available on full extent of JFK Drive during weekdays and Saturdays between October and March |
| BASELINE CONDITION | **MANY BARRIERS TO ACCESS** | **MANY BARRIERS TO ACCESS** | **MODERATE BARRIERS TO ACCESS** | **MODERATE BARRIERS TO ACCESS** |

| **1. NO PROJECT**<br>Limited Program Improvements — Impacts of Alternatives | **SPATIAL**<br>Geographic distance | **TEMPORAL**<br>Time to make trips and time trips are made | **ECONOMIC**<br>Affordability | **PHYSIOLOGICAL**<br>Barriers for people who have physical or cognitive challenges, tech proficiency |
|---|---|---|---|---|
| ROLLUP | + Maintains the about 3,000 free parking spaces (including blue zones) for parking and loading during weekdays and some Saturdays<br>+ Minor Wayfinding Improvements make it easier to find parking and destinations<br>+ **In-Park shuttle route changes to connect to major destinations and transit**<br>+ Revised bikeshare locations provide a direct connection | + **Demand Responsive Garage Pricing improves parking availability at busiest times**<br>+ **29 Sunset Improvement Project improves travel times for District 10, District 11** | ? Demand Responsive Garage pricing may decrease or increase costs at certain times of day in Music Concourse Garage based on demand | + Maintains the about 3,000 free parking spaces (including blue zones) for parking and loading during weekdays and some Saturdays<br>+ 28 New ADA Spaces including 20 in a redesigned Bandshell Lot<br>+ TDM Program improves access by improving traveler information and access for events. Studies to identify opportunities to increase parking and loading |
| CHANGE FROM BASELINE | **IMPROVED** | **IMPROVED** | **UNCLEAR** | **IMPROVED** |

| **2. CAR FREE**<br>Program Improvements — Impacts of Alternatives | **SPATIAL**<br>Geographic distance | **TEMPORAL**<br>Time to make trips and time trips are made | **ECONOMIC**<br>Affordability | **PHYSIOLOGICAL**<br>Barriers for people who have physical or cognitive challenges, tech proficiency |
|---|---|---|---|---|
| ROLLUP | − **Street closure removes 504 parking spaces and may require parking on other streets in the park or outside of park, with longer walk and/or safety barriers to access destinations**<br>+ Major Wayfinding Improvements make it easier to find parking and destinations<br>+ **In-park shuttle route changes to connect to major destinations and transit**<br>+ Equity Priority Community CBO Shuttle provides free park transportation, paired with designated programming<br>+ New Bikeshare Locations provide a direct connection | − **Street closure may make parking harder to find**<br>+ **Demand Responsive Garage Pricing improves parking availability at busiest times**<br>+ **29 Sunset Improvement Project improves travel time**<br>+ Revised in-park Shuttle services increase frequencies | ? Street closure removes 504 free spaces in the park, which may create financial barriers by making free parking harder to find<br>? Demand Responsive Garage pricing may decrease costs at certain times of day in garage, but with fewer on-street spaces in the park costs may increase for some<br>+ **Parking subsidies for low-income residents maintains affordability of parking**<br>+ Equity Priority Community CBO Shuttle provides free park transportation, paired with designated programming | − **Street closure of JFK removes 26 ADA spaces and 478 general parking spaces that can be used for parking and loading throughout the eastern half of GGP**<br>+ 28 New ADA Spaces including 20 in a redesigned Bandshell Lot<br>+ **Music Concourse Garage drop-off area changes increase free passenger loading time**<br>+ **White zones in the Music Concourse can be used by all vehicles for passenger loading and are accessible via MLK Drive or through the Music Concourse Garage**<br>+ TDM Program improves access by improving traveler information and access for events |
| CHANGE FROM BASELINE | **IMPROVED** | **IMPROVED** | **IMPROVED** | **UNCLEAR** |

| **3. ONE WAY VEHICLE LOOP**<br>Program Improvements — Impacts of Alternatives | **SPATIAL**<br>Geographic distance | **TEMPORAL**<br>Time to make trips and time trips are made | **ECONOMIC**<br>Affordability | **PHYSIOLOGICAL**<br>Barriers for people who have physical or cognitive challenges, tech proficiency |
|---|---|---|---|---|
| ROLLUP | − **Partial street closure removes 504 parking spaces and may require parking outside of park, with longer walk safety barriers to access**<br>+ Major Wayfinding Improvements make it easier to find parking and destinations<br>+ **In-park shuttle route changes to connect to major destinations and transit**<br>+ Equity Priority Community CBO Shuttle provides free park transportation, paired with designated programming<br>+ New Bikeshare Locations provide a direct connection | − **Street closure may make parking harder to find**<br>+ **Demand Responsive Garage Pricing improves parking availability at busiest times**<br>+ **29 Sunset Improvement Project improves travel time for District 10, District 11**<br>+ Revised in-park Shuttle services increase frequencies | ? Street closure removes 504 free spaces in the park, which may create financial barriers by making free parking harder to find<br>? Demand Responsive Garage pricing may decrease costs at certain times of day in garage, but with fewer on-street spaces in the park costs may increase for some<br>+ **Parking subsidies for low-income residents maintains affordability of parking**<br>+ Equity Priority Community CBO Shuttle provides free park transportation, paired with designated programming | − **Partial street closure of JFK removes 26 ADA spaces and 478 general parking spaces that can be used for parking and loading**<br>+ 28 New ADA Spaces including 20 in a redesigned Bandshell Lot<br>+ TDM Program improves access by improving traveler information and access for events |
| CHANGE FROM BASELINE | **IMPROVED** | **IMPROVED** | **IMPROVED** | **WORSE** |