

1 [Creation of a “Beach to Bay” Car-Free Connection and Equitable Access to Golden Gate  
2 Park]

3 **Resolution calling for the creation of a “Beach to Bay” car-free connection and urging**  
4 **the Recreation and Park Department and San Francisco Municipal Transportation**  
5 **Agency to improve park accessibility and create equitable access to Golden Gate Park.**  
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7 WHEREAS, Golden Gate Park is the third most visited park in the United States as  
8 green space used by 13 million people each year; and

9 WHEREAS, In 1998, the Golden Gate Park Master Plan was adopted, which set a long  
10 term vision for park investments, including creating and maintaining a parkwide system of  
11 recreational roadways, pathways, and trails, and to minimize motor vehicle traffic; and

12 WHEREAS, Also in 1998, Proposition J - Golden Gate Park Revitalization Act  
13 established the Concourse Authority to oversee the construction of privately funded  
14 Concourse Garage and related, publicly funded transit improvements; and

15 WHEREAS, Starting in 1969, the eastern half of John F. Kennedy (JFK) Drive was  
16 closed to cars every Sunday; and

17 WHEREAS, In 2007, the Recreation and Park Department (RPD) established “Healthy  
18 Saturdays,” closing certain roads in Golden Gate Park including the eastern half of JFK Drive  
19 on Saturdays between April and September; and

20 WHEREAS, On April 27, 2020, under the public health emergency order, to allow  
21 residents to exercise and maintain a physical distance from others during the COVID-19  
22 pandemic, a few roads in Golden Gate Park traveling from east to west were closed to cars,  
23 creating a bicycle and pedestrian pathway from the beach to the far east side of the park,  
24 including JFK Drive between Kezar Drive and Transverse Drive; and  
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1           WHEREAS, In working with the city government, the M.H. de Young Memorial Museum  
2 (de Young) built its loading docks on JFK Drive when rebuilding the institution, allowing for  
3 freight delivery trucks to enter JFK Drive from the north in order to reach the museum's  
4 loading docks, and the arrangement will continue to be monitored, evaluated, and modified for  
5 effectiveness and safety; and

6           WHEREAS, The western half of JFK Drive is on the Vision Zero High Injury Map, and  
7 since the road closures on Martin Luther King Jr. (MLK) Drive and JFK Drive, there have not  
8 been any reported collisions of bicyclists or pedestrians; and

9           WHEREAS, Bicycle and pedestrian safety improvements have been continually made  
10 in Golden Gate Park, including through the Golden Gate Park Safety Project, and safety  
11 infrastructure encourages people to travel to and through the park using sustainable modes of  
12 transportation; and

13           WHEREAS, Due to the closure of the Great Highway, travel patterns modeled by the  
14 San Francisco County Transportation Authority (SFCTA) shows vehicle traffic increasing on  
15 Chain of Lakes and therefore pushing cars into Golden Gate Park; and

16           WHEREAS, The Golden Gate Park Sustainable Travel Study working group was  
17 created to address the diverse needs of stakeholders of JFK Drive and identify access needs  
18 for the eastern half of the road; and

19           WHEREAS, Common values of the working group included equal access for people  
20 with disabilities, elders, families, those living outside the Richmond or Sunset, tourists, and  
21 business people, and safety for bikers, walkers, museum and park employees during the day  
22 and night; and

23           WHEREAS, Senior, disabled, and limited mobility communities have long faced  
24 barriers due to automobile-exclusive infrastructure that prohibits or discourages pedestrian  
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1 use altogether, and can face additional barriers with road closures and often  
2 underrepresented in conversations regarding accessibility; and

3 WHEREAS, Communities historically redlined and lack access to open space given  
4 decades of systemic disinvestment in the parks in those communities, including the Bayview,  
5 Hunters Point, Chinatown, and Sunnydale, face barriers to visiting distant civic destinations  
6 such as Golden Gate Park and may have to choose between an hour long bus ride or driving  
7 a car to access these open spaces; and

8 WHEREAS, Other modes of sustainable transportation may not be as easy,  
9 accessible, or affordable for these historically underserved communities; and

10 WHEREAS, Several institutions in Golden Gate Park draw millions of visitors in pre-  
11 pandemic years including the Japanese Tea Garden, de Young Museum, and California  
12 Academy of Sciences, serving not only San Francisco residents of all ages and abilities, but  
13 also non-residents and regional tourists who may be relying upon a vehicle to access the  
14 museums and gardens; and

15 WHEREAS, The parking garage prices may not be affordable for all park and museum  
16 visitors, especially San Francisco residents in underserved communities, and free parking on  
17 JFK Drive is not available when the road is closed to vehicles; and

18 WHEREAS, San Francisco's General Plan includes policies to: reduce congestion by  
19 encouraging alternatives to single occupant vehicles and ensure the safety and comfort of  
20 pedestrians, and identifying and expanding recreational bicycling activities, and implementing  
21 the provisions of the Americans with Disabilities Act (ADA) and the city's curb ramp program  
22 to improve pedestrian access for all people; and

23 WHEREAS, A draft map is on file with the Clerk of the Board of Supervisors in File No.  
24 210944, which is hereby declared to be a part of this Resolution as if set forth fully herein; and

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1           WHEREAS, The Board of Supervisors acknowledges that nothing in this resolution  
2 constitutes a definitive commitment to a specific course of action, and that some actions urged  
3 herein may be modified, and may need to undergo public deliberation and process and  
4 environmental review before being implemented; and; now, therefore, be it

5           RESOLVED, The Board of Supervisors supports the creation of a “Beach to Bay” path  
6 utilizing the existing road closures in Golden Gate Park for pedestrians, cyclists, and other  
7 non-motor vehicles to access and travel separately from motor vehicles, starting from MLK  
8 Drive and La Playa Street, to Middle Drive West, to Overlook Drive, connecting at JFK Drive  
9 and Transverse Drive though to Kezar Drive at Stanyan Street; and

10          FURTHER RESOLVED, That the Board of Supervisors supports equitable and  
11 affordable access to parks, open areas, and recreation, and urges SFMTA and RPD to  
12 increase accessibility to these areas for low-income, historically underserved communities;  
13 and, be it

14          FURTHER RESOLVED, That the Board of Supervisors acknowledges SFMTA and  
15 RPD have begun outreach to stakeholders to identify challenges and concerns in safely  
16 accessing Golden Gate Park, and urges the agencies to conduct transparent and equitable  
17 community outreach and engagement to be incorporated in any future changes to Golden  
18 Gate Park; and

19          FURTHER RESOLVED, That the Board of Supervisors urges the de Young and  
20 California Academy of Sciences to work with city departments to continue to improve  
21 equitable access to their institutions; and, be it

22          FURTHER RESOLVED, That the Board of Supervisors urges SFMTA and RPD to  
23 collect and monitor data on Golden Gate Park users to ensure racial, socioeconomic, mobility,  
24 and health equity for all users; and, be it

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1 FURTHER RESOLVED, That the Board of Supervisors urges SFMTA and RPD to  
2 collect data on vehicle travel through Golden Gate Park in north-south directions, to establish  
3 metrics in data collection for the purpose of ensuring bicycle and pedestrian safety, and re-  
4 evaluate if the managed access is not meeting safety; and

5 FURTHER RESOLVED, That the Board of Supervisors urges SFMTA and RPD to  
6 implement both short- and long-term strategies identified in the Golden Gate Park Sustainable  
7 Travel Study including, but not limited to, improved wayfinding signage and park maps,  
8 improve in-park mobility services, and improve and prioritize connections and access points  
9 into the park; and

10 FURTHER RESOLVED, That the Board of Supervisors urges SFMTA and RPD to  
11 provide diverse and affordable transit options including, but not limited to, an improved Golden  
12 Gate Park shuttle that connects with nearby high frequency transit (e.g. N-Judah, 5R-Fulton  
13 Rapid, and others), more frequent and reliable cross-town routes, improvements to North-  
14 South connections on the westside of San Francisco by all modes of transit, including  
15 implementing improvements for connections to Sunset Boulevard, bus lines including the 29-  
16 Sunset, 28-19th Avenue, 18-46th Avenue, and safety improvements for pedestrians and  
17 cyclists at Chain of Lakes; and, be it

18 FURTHER RESOLVED, That the Board of Supervisors urges the SFMTA to fulfill  
19 pedestrian safety improvements on surrounding streets to Golden Gate Park including, but not  
20 limited to, Fulton Street, Lincoln Way, and to make additional safety improvements at the park  
21 entrance at Stanyan Street and Kezar Drive for pedestrians and cyclists; and, be it

22 FURTHER RESOLVED, That the Board of Supervisors urges SFMTA and RPD to  
23 improve garage signage and parking availability, and wayfinding outside of the park so visitors  
24 are aware garage access is free for the first 15 minutes and can drop off passengers inside  
25 the garage; and, be it

1 FURTHER RESOLVED, That the Board of Supervisors urges SFMTA and RPD to  
2 implement options on providing free parking for the first four hours in the Music Concourse  
3 garage for San Francisco residents in ZIP codes that are historically low-income, underserved  
4 residents including 94124, 94112, 94134, and 94133, or by proof of Electronic Benefits  
5 Transfer (EBT) or Medi-Cal card; and, be it

6 FURTHER RESOLVED, That the Board of Supervisors urges RPD to explore and  
7 implement incentives for San Francisco residents in low-income or isolated communities to  
8 visit Golden Gate Park; and, be it

9 FURTHER RESOLVED, That the Board of Supervisors urges SFMTA and RPD to add  
10 additional ADA parking in and provide free parking for the first four hours in the Music  
11 Concourse garage for vehicles with a Disabled Person Placard, as seniors and people with  
12 disabilities may experience more economic hardships; and, be it

13 FURTHER RESOLVED, That the Board of Supervisors urges SFMTA and RPD to  
14 implement a comprehensive curb management strategy for the Music Concourse and  
15 surrounding streets to allow for access to the loading dock for the institutions, and to improve  
16 parking availability for institution employees who may work late hours; and, be it

17 FURTHER RESOLVED, That the Board of Supervisors urges SFMTA and RPD to  
18 manage access at 8th Avenue and Fulton Street and around the Music Concourse to allow for  
19 vehicles to enter and exit 8th Avenue, allowing for disabled, senior, and limited mobility  
20 visitors to access the ADA parking behind the bandshell, or for those with limited mobility who  
21 may not have a placard to be dropped off along the Music Concourse; and, be it

22 FURTHER RESOLVED, That the Board of Supervisors urges SFMTA and RPD to  
23 allow for vehicle access on Conservatory Drive West via Arguello Street so volunteers of the  
24 Dahlia Dells and Conservatory of Flowers may access the area; now, therefore be it

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1            FURTHER RESOLVED, That the Board of Supervisors hereby directs the Clerk of the  
2 Board to transmit a copy of this Resolution to the Mayor, RPD, and SFMTA.

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