



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, May 11, 2021

1. Roll Call

Chair Mandelman called the meeting to order at 10:00 a.m.

Present at Roll Call: Commissioners, Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, and Walton (10)

Absent at Roll Call: Commissioner Stefani (1)

Chair Mandelman acknowledged that Commissioner Stefani would be absent from some parts of the meeting and excused her from those items where she would be absent.

2. Citizens Advisory Committee Report - INFORMATION

Chair Larson reported out from the April 28, 2021 Citizens Advisory Committee (CAC) meeting and shared that the committee supported the two Prop K allocation requests along with the approval of the 2021 mid-cycle Regional Transportation Improvement Program (RTIP). He said the Minnesota Grove park area was cited as pleasant and a good example of community re-use of former transportation infrastructure. He referenced a slide in the RTIP presentation that depicted a turning vehicle on Folsom Street that he said illustrated the continued need to improve pedestrian and bicycle safety in the project area despite the improvements that had already been made.

He also shared that the CAC heard a Yerba Buena Island (YBI) Multi-Use Pathway project presentation in which would come to the Board later in May. He said the CAC was excited about connectivity from the end of the eastern span of the Bay Bridge down to the future Treasure Island ferry terminal. He said it generated discussions on bike storage and the number of bikes allowed on ferries. He shared that San Transportation Authority staff said a Memorandum of Understanding with the Water Emergency Transportation Agency was in development and that they would look into the concerns raised by the CAC. Chair Larson said the CAC was also interested in the timeline of the western span multi-use pathway and bike path that would give full bike connectivity from the East Bay to San Francisco over the Bay Bridge.

Chair Larson said they also engaged in a detailed update on the Communities of Concern (COC) boundaries in San Francisco as part of the Metropolitan Transportation Commission update on Plan Bay Area (PBA) 2050. He said although the CAC appreciated the use of the finer-grained block data, the timing of the updates seemed odd given that the 2020 Census had just been completed. He said the changes were small and showed displacement which is an ongoing concern in the city. He said there were also concerns on the politicizing of the Census and impacts on the participation in the communities they are concerned about. He noted that the



CAC requested an update and analysis using 2020 data when it becomes available, as it may be warranted in ongoing decisions on PBA.

There was no public comment.

3. Approve the Minutes of the April 27, 2021 Meeting - ACTION

There was no public comment.

Commissioner Peskin moved to approve the minutes, seconded by Commissioner Chan.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (10)

Absent: Commissioner Mar (1)

4. State and Federal Legislation Update - ACTION

Mark Watts, State Legislative Advocate and Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

During public comment, Aleta Dupree said she is in alignment with their positions generally, but is concerned with the recommended oppose unless amended position on Assembly Bill 859. She said she always shares data on her phone because it works to her advantage, but she raised concerns about having her personal information being revealed and used against her.

Ms. Crabbe said the concern is well noted and clarified that the desired amendments do not seek any personal identification information, but strictly information on the shared mobility devices.

Commissioner Haney moved to approve the item, seconded by Commissioner Chan.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

Absent: (0)

5. Allocate \$640,000 in Prop K Funds, with Conditions, for Two Requests - ACTION

Anna LaForte, Deputy Director for Policy and Programming presented the item.

Vice Chair Peskin thanked staff for the presentation. He referenced his collaboration on Safe Routes to School (SR2S) with former Supervisor Tang's office and said though they support transportation by foot or bike to get kids to school, there is a profound difference between the areas of the city that are less dense and more suburban in nature, and those parts of the city that are in the urban core and in many instances, do meet the equity standards staff referenced in the presentation. He added that when Supervisor Kim was in office, the Safe Passage model had been remarkably successful. He said a couple of years before the pandemic, Commissioner Haney and himself had the opportunity to accompany a large number of kids and their parents from the Tenderloin to Redding Elementary, on the border of Districts 3 and 6. He said they asked the SR2S staff to start working with the parents and listening to the kids, and



while he supports the \$240,000 proposed allocation, he noted that it is imperative that they copy the Tenderloin model and bring it to Redding Elementary where kids and their parents walk through the densest and most high injury corridors in the city. Vice Chair Peskin said he believes that both himself and Commissioner Haney support that model. He noted that the price is low, falling under \$150,000 a year to emulate the Tenderloin program, and he thinks all the kids and families qualify relative to the equity criteria. He said he wants to ensure that by September they have addressed the needs that have been expressed by the parents and the principal at Redding Elementary, noting that with the pandemic coming to an end, kids will be returning to school in September so this should be done quickly. He acknowledged Supervisor Tang for the restructuring the SRTS program and thanked Commissioner Haney for his collaboration.

Ana Vasudeo, SFMTA, thanked the Commissioners Haney and Peskin for their support of the program. She agreed that Redding Elementary was a key school based on the collision data. She added that there are also a number of other equity priority schools that the program serves. She thanked Commissioner Haney for the start of the children and youth working group that started last summer, and said that since that time they have been working hand in hand in with the district's support on their reopening efforts.

John Knox White, SFMTA, said they have been working with the Tenderloin Safe Passage Program to see what it would take and they've been working with Sunny Angulo, Vice Chair Peskin's Chief of Staff, to identify where the approximately \$150,000 in needed funding would come from. He said the funding that is currently being requested will last through the end of August and will not be able to support the program up and running in September. Mr. Knox White said they are looking for a community sponsored group that could do the Tenderloin Safe Passage work. He noted that the Safe Passage program is not 100% funded through the SRTS program, and they get funding from different sources. He said because of their tax status they feel uncomfortable trying to expand their legal boundaries but are willing to work with SFMTA to make sure they have training in place and a program they can launch and are ready to move forward as soon as they know they have the funding in place.

Through the Chair, Vice Chair Peskin asked for a breakdown on the various sources of funding for the Tenderloin Safe Passages work.

Mr. Knox White responded that he did not recall off hand the sources of funding but could confirm that they are not 100%. He added that the Safe Passage work also supported senior citizens and others throughout the day.

Vice Chair Peskin thanked Mr. Knox White for acknowledging his Chief of Staff, Sunny Angulo, who had been in contact with the Tenderloin Safe Passages Program and the SFMTA for the last couple of years around the issue. He said he thinks they should continue the conversation offline and bring the respective agencies together to try to figure out the funding package. He said he was pleased to report that the Lower Polk Community District may be willing to house the effort, so there is progress, and he will ask his staff to initiate the joint meeting.

During public comment, Jodie Medeiros, Executive Director with Walk San Francisco (Walk SF) said they have been a proud partner with the City's SRTS program for years and asked the Board to approve the funding so they could be prepared for the school



year. She said the funding is desperately needed so that they can make sure they kick off the year wisely.

Commissioner Peskin moved to approve the item, seconded by Commissioner Haney.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

Absent: (0)

6. Approve San Francisco's Program of Projects for the 2021 Mid-Cycle Regional Transportation Improvement Program - ACTION

Aprile Smith, Senior Transportation Planner presented the item per the staff memorandum.

Chair Mandelman asked if a comprehensive analysis had been done on conversion of one-way streets- many of which are in District 6 - to two-way streets to reduce the number of traffic collisions. He mentioned that Commissioner Haney worked to convert a street from one-way to two-way with positive impacts.

Tilly Chang, Executive Director, said the City's traffic engineer and SFMTA were best qualified to answer the question and said that she believed there was a desire to convert one-way streets to two-way streets, noting the former design was primarily intended to move traffic. Executive Director Chang stated there had been some conversions in the Tenderloin and Western Addition. She said it was a fair question to ask the SFMTA and that they had studied converting Folsom and Howard streets and that the decision was to install traffic calming measures, improve safety, and make the streets more multi-modal. She said that converting roads impacted an entire network and SFMTA decided to not convert this pair of one-way streets in District 6 to two-way to provide more space to benefit transit and bicyclists.

During public comment, Ronald Lebrun suggested an allocation of \$1,000,000 to study the 7th Street alignment for the Downtown Rail Extension (DTX) and urged the the Board to increase prioritization of the Pennsylvania Avenue Extension because the Transbay Joint Powers Authority's proposal to connect the DTX to Caltrain at 7th Street was not viable.

A caller from District 5 said eliminating one-way streets would make the community feel more like a neighborhood and less like a freeway.

A caller said the agency stated that the preferred configuration was to convert one-way streets to two-way streets in District 6. He said the City was liable for known dangerous street configurations and that there was no precedent for holding individual commissioners liable, but it would be a good experiment with the next traffic death if that shield could be broken for holding them accountable for supporting known dangerous streets. He thanked Chair Mandelman and Commissioner Haney for supporting safer streets.

Commissioner Haney said they had many streets in dense residential neighborhoods in the South of Market and the Tenderloin that had fast moving traffic not designed for the safety, quality of life and the well-being of the people who lived and worked there. He said the Folsom Streetscape project was moving in the right direction, but some



areas needed more work including converting more one-way to two-way streets, lowering speeds and creating space for pedestrians and bicyclists. He appreciated the discussion and said that more work needed to be done.

Commissioner Haney moved to approve the item, seconded by Commissioner Melgar.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

Absent: (0)

7. Accept the Final Report for the Golden Gate Park Working group and Action Framework [NTIP Planning] - ACTION

Rachel Hiatt, Assistant Deputy Director for Planning presented the item per the staff memorandum.

Commissioner Chan began by setting context for the presentation. She said that the Golden Gate Park Working group began with her predecessor, Commissioner Fewer. Commissioner Chan acknowledged that there were many commenters and that many residents across the city were interested in the topic. Commissioner Chan said that while members of her district were lucky to be able to call Golden Gate Park a neighborhood park, it was really a citywide park, as well as a major visitor and tourist destination. She then acknowledged that there was a lot of thinking going into road closures in the Park, specifically regarding John F Kennedy Drive (JFK).

Commissioner Chan referenced her mentor, former Supervisor Maxwell, as she recounted a lesson: when every party walks away from a solution just a little unhappy, the solution is probably a good one. She also said that details would be important to making Golden Gate Park walkable, bikeable, and safe for everyone. She shared that there are many issues including the parking garage, accessibility for seniors and people with disabilities, and the entrance at Kezar Drive where there was a serious collision recently as well as the Fulton Street safety project and increasing north/south transit service. She said that they need to talk about all of these things as they talk about what is happening inside of the Park. Commissioner Chan urged her colleagues to reject the false choice between an open or closed JFK. She reminded listeners that the section of JFK under discussion was closed on Sundays and summer Saturdays prior to the most recent designation. She said that this was just the beginning of a community conversation.

Commissioner Mar stressed the importance of thinking and planning proactively and holistically for transportation needs on the West side of San Francisco. He said that they cannot think critically about car-free streets in Golden Gate Park without also thinking about overall park access, mobility, and circulation in the surrounding neighborhoods. Commissioner Mar said that the streets are a network and the changes in the last year, made reactively, urgently, and without public process due to the health emergency, affected the whole network. He said that both the benefits and consequences of these changes were cumulative.

Commissioner Mar said the frustrations many felt were not about a single street but about the cumulative effects of car-free JFK, car-free Great Highway, miles of Slow



Streets, and construction on 19th Avenue. He remarked that the open space benefits of these car-free spaces were real, but that the challenges created were also real and that need to be addressed. Commissioner Mar said that as the pandemic ends, they need to shift thinking from temporary and reactive to proactive planning. He said that the Golden Gate Park Stakeholder Working group and Action Framework report was an example of that shift. He said that they must prioritize public process, community input, and a comprehensive planning process. He also shared that this report was just the beginning of the process. Commissioner Mar said that one year ago the City was reacting to urgent circumstances and there was not time for a public process, but that process needs to happen now.

Commissioner Haney said that car-free JFK and the access implications for his constituents have been exciting to watch, especially from a safety perspective. He is also excited about what car-free spaces could mean for children and families.

Commissioner Haney said he knows that there was disproportionate impact on different neighborhoods and that this is a citywide resource, so he appreciated the focus on equity. Commissioner Haney relayed that his office had received a number of emails and calls suggesting that the needs of families, parents and kids were not adequately included. He asked how the City is centering the needs of families and children in this work.

Ms. Hiatt responded that the report before the Board represented the working group's contributions. The working group included a preschool director from the Richmond district, as well as a member who served on the Pedestrian Safety Advisory Committee who frequently raised up the needs of children in her contributions.

Sarah Madland, Director of Policy and Public Affairs with the San Francisco Recreation and Park Department, added that children and families were important constituents to her department and that they would continue to do outreach through existing relationships with established groups as well as with participants in ongoing programs to make sure the needs of kids and families are elevated.

Commissioner Haney added that he thinks that this is a critical part of the conversation and that the voices of youth are not always included. He then asked for some clarification about whether the car-free designation for JFK will remain as the next set of recommendations is developed.

Ms. Madland replied that the current closure will be kept in place until 120 days after San Francisco's COVID emergency order expires. Some recommendations in the Action Framework, however, were already being implemented.

Sarah Jones, Planning Director with SFMTA, added that a route for busses and drop-off access at the museums had already been implemented. She said that Conservatory Drive West would be reopening to give better access to the Dahlia Garden.

Commissioner Haney asked for clarification that car-free JFK will be maintained as the next set of recommendations is developed.

Jeff Tumlin, Director of Transportation for the SFMTA, confirmed Commissioner Haney's statement and added that prior to the car-free designation, JFK Drive was one of the most dangerous streets in San Francisco. Since the car-free designation there have been no serious injuries. For this reason, the SFMTA felt that it is necessary



for safety reasons to maintain the current closure until alternatives have been analyzed to improve both safety and access.

Commissioner Haney said that taking the full suite of community input will be important and acknowledged the safety and access benefits of the car-free designation.

Commissioner Melgar noted that data on race were missing and that she is interested in seeing that information. She remarked that sometimes neighborhood is used as a proxy for race, but that approach is not adequate. She also would like to see information about travel time to the park from various neighborhoods. Commissioner Melgar noted the importance of putting resources into mitigating disparities and that she would like to see this clearly in the alternatives that are brought forward. Finally, she asked about the soccer fields in the western end of Golden Gate Park. She added that kids from across San Francisco used the soccer fields and accessing them could be very difficult when roads are made car-free.

Ms. Hiatt responded that Commissioner Walton had asked the Transportation Authority to conduct an equity study which collects information on race which was not currently available.

Director Tumlin added that the SFMTA would be collaborating with the Transportation Authority on equity analytics. He mentioned that they would develop maps which show travel times and can give insight into disparities.

Ms. Madland added that the stretch of JFK which runs from Transverse Drive to the beach remained open to vehicles. The Slow Streets in the west end of the park were designated in order to maintain access to sports facilities, however during much of the closure there were no sports practices or games. She said that the Recreation and Park Department would be closely monitoring the accessibility of amenities as activities resume.

Commissioner Walton shared his concerns that the current car-free designation of JFK was reflective of the Jim Crow South. He shared disbelief at ongoing segregation in San Francisco.

Commissioner Safai shared that a narrow focus on JFK Drive was not the best approach. Rather, Commissioner Safai suggested that an analysis needs to be done of the entire park. Equity, disability access, emergency access, and institution access are all important and should be considered. He suggested that it would make for a better analysis to look at park access in its entirety.

During public comment, Zack Lipkin, a District 6 resident, said that he was strongly supportive of keeping JFK car-free. He supported it because he wanted the park to be accessible and safe for everyone, especially children and seniors with disabilities. He also said that he wanted more accessible biking space. He said making JFK car-free would support the City's Vision Zero and sustainable mode share goals.

Charlie Doris, a resident of San Francisco, was concerned that keeping JFK car-free would mean that people with disabilities would not be able to park close enough to their destination. He said that using a shuttle to get people with disabilities where they need to go would not be adequate.



A resident of San Francisco said that she was a member of the de Young Museum and the California Academy of Sciences. She said that car-free JFK made her feel safe enough to bike daily with her young son. Her 71-year-old mother was also considering biking with them, therefore she was in support of keeping JFK car-free.

A caller said that she was a person with disabilities and commutes from outside of San Francisco via public transit to visit Golden Gate Park. She wanted there to be a shuttle system in the park that includes paratransit for people with disabilities, but she did not want cars in the park. She said that for the City to reach its climate goals, the City needed to restrict access to cars. She supported keeping JFK car-free just as Central Park in New York City was mostly car-free.

James Pollino from District 5 said that he supported a car-free JFK because it would improve access for all residents and promote equity. He also said that it would help the City to reach its Vision Zero goals.

Luke Bornheimer, a parent to a two-year old child, said he supports a car-free JFK because he wants there to be more safe spaces for kids in the city. He said that car-free JFK feels full of life and it promoted human connection.

Sarina Unger participated in the Golden Gate Park working group as a Pedestrian Safety Advisory Committee member representing District 5. She said that she believed that the report is a good starting point to begin the next phase of work and wanted the Commissioners to accept the report. She said she wanted JFK to remain car-free during the public engagement phase, saying that car-free JFK was a valuable resource to many families, seniors, and young adults.

Judy Gorski, District 4 resident said that she wanted JFK to be open to cars. She considered it unfair to keep JFK car-free when so many people do not bike. She said that JFK had enough existing bike lanes for people to feel safe. She wanted JFK to open back up to cars once the stay at home order is lifted.

Greg Gar rode the bus to Golden Gate Park every day to volunteer, and said he was in support of keeping JFK car-free. He said that keeping cars out of JFK would make the area much safer, especially for pedestrians, and it would reduce the negative impacts that cars have on park experience. He said that keeping JFK car-free would help the City reach its Vision Zero goals.

Brooke Quinn, a homeowner in District 1 and a member of the de Young Museum and the California Academy of Sciences for several years urged the Commissioners to accept the study. She said that she and her husband taught her two young children how to ride a bike at car-free JFK since they felt safe there. She said she wants the City to keep JFK car-free and remain as national leaders in making park space safe.

An 8-year-old boy who lives in District 5 said he supported a car-free JFK and having access to the car-free street allowed him to exercise and ride his bike. He said he does not want cars on JFK because of the air pollution that they release.

Leah Chang said her parents lived in District 1, and she enjoyed taking her child to car-free JFK to ride bikes since her parents felt safe there. She wanted JFK to remain car-free so that children have a safe way to get to school. She said that she wants more people to take public transit to the park instead of driving there and hopes it would reduce traffic congestion in the city.



Marcel Moran, a resident of District 10 said that there was an 800 space garage and abundance of free on-street parking spaces. He said that Golden Gate Park already had enough space for cars and more space needed to be given to pedestrians and bikers.

Sean McGeever, a San Francisco resident, called to support keeping JFK car-free. He said that he would like to see the car-free section expanding all the way down to the beach so that people could run and ride their bike there. He said that by keeping cars out of JFK, the City would be reducing the amount of greenhouse gas emissions, accidents, property damage, and garbage. He said that the park was designed for people to enjoy and that they needed to feel safe to enjoy it.

Manish Champsee, Sunset resident said that he enjoyed going to car-free JFK a couple of times a week. He said that he did not know until recently that JFK was part of the Vision Zero high injury network. He wants JFK to remain car-free so that it is safer for residents.

Winston Parsons, a former teacher at the YMCA and member of the working group, said that he wanted the Commissioners to accept the report so they can move on to the next phase of the process. He said that he wanted park pathways to be repaved. He also said that the City should keep JFK car-free so that fewer seniors are injured in collisions. He said that car-free JFK has allowed more seniors to enjoy the park.

Stuart Collins, a District 9 resident, said that he strongly supported keeping JFK car-free. He and his family liked to ride their bikes on JFK.

Richard Rothman, a member of the working group, said that most of the members supported Commissioner Walton's study in order to make the park accessible to everyone. He said that he would like to see the traffic on Fulton Street slowdown because residents were anxious about crossing the street. He said that Stanyan Street also needs to have slower traffic.

Cliff Barger thanked everyone for their hard work on the report. He said that JFK is a vital part of the bike network and allows people to get around the City safely. He said that there are a lot of ways for drivers to get around the city, but not many safe options for pedestrians and bicyclists. He wanted JFK to remain car-free.

Daniel Yost said he wants JFK to continue to be car-free. He said he wants to live in a city that is walkable and bikeable, and where you do not need a car. He said that he frequently ran and biked on car-free JFK and has not had a problem finding parking. He said that there was a large portion of the park dedicated to cars and he would like to keep at least a small portion committed to keeping people safe.

Charles Perkins from District 7 said that he wants JFK to be opened back up to cars. He said that cars needed to have access to JFK so that people who are bringing things to the park, like picnic baskets, are able to do so. He said that bikers will still be safe if JFK is opened to cars because of the bike lanes on the street.

A caller said that he supported keeping JFK car-free because it increased safety for pedestrians. He said that he would like to see the car-free portion expanded all the way to the beach. He said that Central Park was closed to cars and it turned out to be a good and popular decision. He said that he would like to also see Golden Gate Park closed to cars eventually.



Sarah Balker, District 5 resident said she and her teens frequently rode their bikes to car-free JFK. She said that car-free JFK made Golden Gate Park a much safer place and is what made San Francisco an international gem.

A caller who lives in District 1 says that he visited car-free JFK about four to five times a week. He said he was very happy to see the number of people walking, skating, biking, and jogging on JFK. He wanted JFK to remain car-free so that people do not have to worry about their safety and can focus on having fun.

Peter Bell, a parent with two children from District 10, wanted JFK to remain car-free because he and his family enjoyed walking and biking there. He said that he has had no trouble finding parking at the park. He said he would like for the study to analyze the income of people who park vehicles in Golden Gate Park because he believed that mostly higher income people drive vehicles and would benefit from restoring car access to JFK. He also said that the park was a corridor for transportation and was now made into a safe place for low-income people to walk.

Dr. Adam Davis, a pediatrician, resident of District 1, and father of two young children supported keeping JFK car-free so that his children would be safe.

David Miles, a District 1 resident, has been skating at Golden Gate Park for the last 42 years. He wanted JFK to remain car-free because it was a wonderful place without cars. He said that people commuted from various other places to enjoy car-free JFK.

Kristen Leckie, a senior commute organizer at the San Francisco Bicycle Coalition and member of the working group wanted JFK to remain car-free, even during the outreach process. She said that she was confident that the City could have a car-free, equitable, and accessible JFK drive. She said that she would have liked to have seen a few things in the report including data on JFK usage, accessibility improvements put in place in the past year, and direction for how to better utilize the concourse garage. She said she wanted to note that the report was a small portion of the robust conversation the working group had and that it was just in the beginning of the process.

A resident from District 5 called in to say that she wanted JFK to remain car-free. Her friend Courtney was able to experience car-free JFK only once before losing his life. She said that her friend Courtney would have liked to see a car-free, transit-first city. She said that the answer was not to reopen JFK to cars to increase access. Instead, the answer was to increase access to a car-free JFK.

Lisa Church, a District 3 resident for 30 years, said that she supports a permanent car-free JFK. She said she had limited mobility but was still able to access the park. She said the only issue she faced was that car traffic in the park slowed down her bus ride. She said that she hopes that all of the decision makers had been able to experience the joy and activity of the park as a result of car-free JFK.

Kieran Far, a District 9 resident, shared that he did not own a car and that he was only able to access the west side of the city by taking transit or biking. He said that he wanted JFK to remain car-free. He said that the city's most vulnerable community members did not own cars at the same rate as the general population, thus it was unfair to equate car access with equity.

Ann Christy spoke for SPUR. She said that they were in support of car-free and safe JFK. She said that JFK became one of the city's more beloved outdoor spaces. She



said car-free JFK was where people from all walks of life could play, exercise, and relax and that she wanted the City to increase access to the park, especially for low-income communities of color. She said the City could achieve this by asking the museums to offer the 400 empty parking spaces in the Music Concourse Garage to the museum's employees and volunteers at reduced cost.

A caller said that he wanted JFK to remain car-free because it was a great area for everyone, especially kids, to enjoy. He said that he spent almost every day at the park and that he considers the car-free section equitable based on the diversity of people he saw at the park.

A San Francisco resident said that he supported a car-free JFK because he wanted it to be a safe place. He said that the City should focus on increasing access to the park and make sure that it is equitably shared among people.

A scientist from University of California San Francisco who lives in Corona Heights said that she liked to ride her cargo bike to take her child to and from the daycare. She said that she felt safe in car-free JFK and that places that have just bike lanes are still not safe enough. She said that her child enjoyed riding her bike in the park.

Patricia Arack said that restricting traffic to the edge of the park separated business and shopping and commuter traffic from the park experience. She said that she wanted the Upper Great Highway to reopen because it is one of the primary conduits to the park.

A caller from District 9 said that he not only supported a permanently car-free JFK but would also like to see more streets of the park closed to cars. He said that people with disabilities should be able to drive their car to the park. He said low-income people and people of color had a harder time getting to the park when there is a lot of traffic in the park.

Nancy Arbackle, a senior, called in support of JFK remaining car-free. She said she was a member of the museum and a regular visitor. She said that she has gone to the park more often since car-free JFK because she felt safe and enjoyed walking to and from the museum.

Jason Alley, a resident of District 5, called in support of keeping JFK car-free permanently. He said that he has enjoyed car-free JFK and believes that people of all backgrounds have enjoyed it as well. He said that the parking in the garages and on-street parking needs to be more efficiently utilized.

A caller who lives in the Panhandle and is a member of the California Academy of Sciences said she supported JFK remaining car-free. She said that her children learned how to bike on car-free JFK and now they go bike every day. She said it is nice to hear less vehicle traffic.

John Eliot from District 1 called in support of keeping JFK car-free. He said that by keeping it car-free they could reduce greenhouse gas emissions and work towards our climate goals.

A caller who has lived in the Richmond next to Golden Gate Park for eight years said that he was in support of JFK remaining car-free. He said that the street was now enjoyed by lots of people, and he enjoyed watching everyone skating, biking, and



walking. He said the City needed to figure out how to get people to the park without driving.

A resident of District 5 said that she was in support of JFK remaining car-free. She said that she was proud to be a resident of San Francisco because of the space the City has given back to the people. She said that car-free JFK has been one of the few good things to come from the pandemic and that the street should remain car-free because it is a recreational space for people and is safer that way.

Amy Morris, a District 2 resident, member of the California Academy of Sciences, and mother of two children said that she and her family enjoyed car-free JFK. She said that the car-free street allowed her and her children to feel safe, be active and connect to nature. She was in support of keeping JFK car-free.

Justin Frazier from District 9 said that he enjoyed car-free JFK on the weekends. He said he considered the street a safe space for his daughter and understands that there are equity issues concerning park access and that the City needs to figure out how to approach that. He said that keeping the street car-free would also decrease the City's carbon emissions.

Stacy Randecker called in to show her support of keeping JFK car-free. She said she has lived in San Francisco for 21 years, 20 of which she has spent living in District 10. She and her family have not been to car-free JFK because they did not feel safe riding their bike to get there. She said that she wanted more streets to be car-free, in more parts of the city so people feel safer.

James Morrowick from District 9 said that he and his family support JFK remaining car-free. He said that the working group's framework did not adequately prioritize children. He said that the framework only proposed to offer children signs on the ground and that it is not enough.

A resident of District 5 said that he visited the park most days of the week, sometimes to take his daughter to daycare. He said that he fully supports JFK remaining car-free. He said that opening the street to cars would push people to drive instead of using other modes.

A resident from District 1 said that JFK should remain car-free. She said that she and her family regularly biked on the street and that her children learned to bike on JFK. She said that car-free JFK encouraged active transportation.

A caller from District 3 said that he supported keeping JFK car-free. He said that people mentioned car access as a tool for equity, but that cars were not equitable. A lot of low-income people, people of color, and people with disabilities did not drive. He said that a more equitable solution would be to improve transit access and street safety.

A resident of District 8 called to ask the Commissioners to reject the Golden Gate Park Working group framework. He said that the framework did not represent the needs of children who rely on car-free JFK to play and travel independently. He said that the City needed more spaces where kids learn to ride bikes, scooters, and skate.

A Richmond District resident said that he supported JFK remaining car-free. He said that the framework's proposal to add warning signs is not enough to guarantee children's safety.



A caller said that she wanted JFK to reopen to vehicular traffic. She said that the park had enough green spaces to accommodate pedestrians. She said that it was important for JFK to be open to vehicular traffic so that people from outside the City could visit the museums.

A District 11 resident said that he supported keeping JFK car-free permanently. He said that he was afraid that data analysis would not be accurate and would only confirm biases.

Maya Sadu identified herself as a person of color from District 5 and said she supported JFK remaining car-free. She said that her family drove to JFK so that her son could peacefully ride his scooter.

Paul Valdez said that he observed families enjoying car-free JFK. He said that JFK was part of the High Injury Network and that keeping it car-free was vital to making it safer.

Charles Whitfield, a District 8 resident, asked the Commissioners to reject the action framework. He said that the framework excludes safety for non-car users, ignores the City's climate goals, and wrongly equates access to the park with car access. He said people who do not drive deserved equal or greater consideration. He said he did not own a car and relied on car-free JFK for safety and access. He said that his sister was a car owner and that she had no trouble finding parking. He asked the Commissioners to extend car-free JFK.

Jessika Jenkins, a District 5 resident bikes with her six-year-old son on car-free JFK. She shared that her son's classmates also biked on car-free JFK. She said that she was supportive of efforts to increase accessibility but believed that allowing cars back on JFK would make it unusable for children.

A resident from District 8 asked the Commissioners to reject the Action Framework and keep JFK car-free while work continues. She said that she visited Golden Gate Park every day and she was passionate about the street staying car-free because she feared for her safety around cars. She said that people cannot relax cars around. She said that without traffic she enjoyed birds chirping and the sound of musicians playing.

Jodie Medeiros, WalkSF, said that they were pleased to be part of the Transportation Authority working group. She said that the requests in the report were not new requests, and the City knew that JFK and all of the streets surrounding the park were on the high injury network. She also said that the park had accessibility challenges, such as a lack of Americans with Disabilities Act (ADA) parking and a shuttle system that needs improvements. She said that the report was a step in the right direction to make JFK a safe, accessible, and equitable space.

Andrew Castillo, a District 5 resident called to say that he and his son visited Golden Gate Park regularly. Sometimes they biked, other times they drove, and when they drove, they found parking easily. He said he would like JFK to remain car-free. He asked that the working group find ways to solve equity issues other than putting cars back on one of the best stretches of the park.

A caller said that the framework did not address recreation, safety, climate change, Vision Zero, or the City's transit-first policy. She also said that she did not feel safe in the bike lanes because she had been hit while riding in one. She said that she wanted JFK to remain car-free.



David Gray called in support of keeping JFK car-free. He said his 2-year-old learned how to ride a scooter on JFK. He said that he was impressed by other European cities that have been able to remove cars from the streets and that he hoped San Francisco could follow in their footsteps.

A District 5 resident said that he supported keeping JFK permanently closed to vehicles. He said that closing JFK to cars has resulted in a vast improvement in pedestrian safety. He said that he now feels safe enough to bike on JFK. He also said that more work needs to be done to make the park accessible to neighborhoods that are further away from the park.

Matt Dove, a District 1 resident, said that he appreciated car-free JFK as a space for safe recreation and transportation during the pandemic. He said that his child learned to ride a bike on JFK and that they visit the park every day. He said that he is a bike educator and that he teaches children how to ride their bike in the park. He said that he hopes that JFK can remain car-free and that more streets are made safer for bicyclists.

David Alexander, one of the founders of the Richmond Family Transportation Network, said that he did not support the working group's framework or how the working group was chosen. He said he does support a one year pilot program. He said that the park needs to become more accessible for people with disabilities. He wanted JFK to remain car-free so that it is safe for children. He also said that there were enough parking spaces in the park without JFK.

Will Murphy, a resident of District 5, said that he used car-free JFK every day. He worked with electric bikes, and through his job he interviewed over 30 families who used electric bikes. He said that most of the families were afraid of getting into an accident at the park.

A caller from District 5 said that he enjoyed going to car-free JFK to get out of his house during the pandemic. He said that he appreciates being able to visit the street without having to worry about cars. He said that he supported keeping JFK car-free and wanted the framework to be modified to accommodate the needs of people who do not own a car.

A caller from the Mission said that he did not own a car and that he biked through JFK to visit his friends. He said that he felt a big improvement in the quality of his trips after JFK became car-free. He wanted JFK to remain car-free permanently.

Emily Grek, a resident of District 8 for the last ten years said that she and her husband enjoyed taking their two-year-old child to car-free JFK to learn how to use her scooter. She said her daughter asked to visit car-free JFK constantly and referred to it as a street playground. She said that her child would not call it a playground if cars were reintroduced.

A resident from District 1 said that he enjoyed car-free JFK because it provided him with a safe space in the city.

Dave Brown from District 5 called in support of keeping JFK car-free. He said that it was important for the city to have safe places for children to ride their bikes and skateboards. He wanted there to be more places in the city to ride electric bikes and scooters and said he would like to see other streets become car-free as well.



Leslie Rod, a resident of District 1 who suffered from a stroke, has been re-learning how to walk and ride her bike at car-free JFK. She and her husband have lived across the street from the park for 24 years and they said that they have never seen more kids or seniors enjoying the park. She said that she wanted JFK to remain closed to cars permanently.

Michael Smith, a San Francisco resident, and cofounder of Walk San Francisco. He said that he has been visiting the park for several decades. He said that some of the park's streets have already been converted for other uses. He said that one street was converted into the rose garden and that another street was converted into a skating area. He said that he wants car-free JFK to be extended for one year while the City works on increasing transit and shuttle services in the park.

A District 4 resident said that she, along with 5,000 people who signed the Kid Safe JFK petition, wanted the Commissioners to extend car-free JFK until all studies, outreach, and access improvements are completed. She said that the city needed more car-free spaces. She also said that the City needed to address the important access and equity needs identified in the report, including traffic bottlenecks on surrounding streets.

A caller from District 6 said that he fully supported keeping JFK car-free. He said that people have tried to argue that reopening JFK to cars would improve equity, but he argued that the opposite is true. He stated that people who cannot afford cars benefited more from having JFK car-free.

Derek Johnson, a District 2 resident, asked the Commissioners to keep JFK car-free. He said that he biked to car-free JFK almost every day to exercise and to visit businesses. He said that car-free JFK gave countless other San Franciscans a place to breathe, play, and enjoy the city.

A caller said that many people are not being heard because they could not call into the meeting during work hours. She said that the City needed to hear more from people who are elderly and people who are disabled. She asked the Commissioners to accept the report.

Rich Concord from District 7 said that he did not own a car and that he biked all over San Francisco. He said that he enjoyed car-free JFK. He said that the City needed to work more to increase transit service and increase bike access. He also said that the City needed to create more car-free spaces.

A caller, who lives with a person with a disability in Oakland, said that they travel to San Francisco regularly to visit the museums and that they have no trouble finding a parking. He said that it was not a problem for them to access the park with JFK closed to cars and that more streets should be closed to cars.

A caller said that she was concerned about people not being able to access the riding academy in the park with JFK closed to cars.

Brian Shulman lives in District 8 and said he supported JFK remaining car-free. He said that he appreciated the safety of car-free JFK and that the City should prioritize transit, walkability, safety, and the environment.

A caller from District 1 said that she is concerned that many residents believe that car-free JFK is temporary and that there needed to be better outreach to inform them



about decisions being made. She said that she is also concerned about large vehicles entering and exiting the park.

A resident expressed support for car-free JFK and said that he would like to see more car-free streets. He said that he has seen some drivers attempt to drive on car-free JFK and they caused a huge disruption for everyone.

A resident of District 8 called to express support for car-free JFK. He said that he agreed with the report that there needs to be a good path for traffic through the park and that parking should be maintained for folks who cannot afford the garage. He said he would like the report to include the metrics by which the City will evaluate the success of the project.

A caller who has been a long time resident of San Francisco and visits the park regularly said that she meets her parents at the park and that they have never had a hard time finding parking. She said that the shuttle was very helpful and that whenever they end up parking farther away that they were able to take the shuttle.

Erica Simmons, a resident of District 9, called in support of keeping JFK car-free. She said she has had no trouble finding parking in the park. She said she enjoyed car-free JFK and considered it a place for community. She said that she wanted JFK to remain safe. She said that she wanted the City to find ways to accommodate concerns about accessibility but did not believe that re-opening the road to vehicles was the correct way to solve that.

Pi Ra, a member of the working group from Senior and Disability Action, said that there needed to be more focus on making JFK accessible for seniors and people with disabilities. He also said that there was no representation in the working group from the Bayview and Excelsior districts.

A caller from District 8 said that his parents visited and that they rode bikes through the park. He said that his parents came from the suburbs and that they were impressed by car-free JFK. He said that he wanted as much car-free space as possible.

Commissioner Preston shared that he was supportive of car-free JFK for many reasons including climate change and safety. Commissioner Preston reminded listeners that many roads in the park remain open to cars. He shared that a robust shuttle needed to be part of any plan going forward. Commissioner Preston also said that a large portion of traffic through the park was not actually stopping anywhere in the park. He asked Director Tumlin whether estimates were available of how many people use park roads without stopping in the park.

Director Tumlin responded that about 75% of traffic on eastbound JFK was passing through the park, not stopping at any destinations.

Commissioner Preston commented that facts should shape the discussion. He said that there were very real access concerns, but that enabling cut-through traffic does not seem to be a legitimate public concern.

Commissioner Walton shared that his concerns were not about cars versus bikes versus pedestrians. Rather, he was concerned with equity and transparency. He said that everyone was not included in conversations around the current process, or the original closure. Commissioner Walton clarified that he was not supportive of more cars on San Francisco streets, but was supportive of desegregating San Francisco and



said that this policy did the opposite. He said that when they looked at who is using car-free JFK it was clear that many people are excluded.

Commissioner Chan responded to Commissioner Preston's discussion of cut-through travel by highlighting her office's work pushing forward improvements to Fulton Street. She also asked for a confirmation of the actions and timeline for next steps shown in the Final Report, including whether the recommendation that would include California Environmental Quality Act (CEQA) clearance in October is actually for a one-year pilot and not for a permanent project.

Ms. Hiatt spoke about the time frame for the equity study requested by Commissioner Walton. She shared that the Transportation Authority hoped to conduct the equity study in parallel with the Recreation and Park Department and the SFMTA's next steps, but that she will need to return to the Transportation Authority Board with an appropriation request to fund the work. This request would likely come in June or July. She said that may mean the equity study would finish in the November timeframe and added that the allocation request would include a schedule.

Director Tumlin shared that his agency's equity analytics were an important aspect of all large policy decisions he made, and that work will be coordinated with the Transportation Authority.

Ms. Jones shared that any recommendation brought to the Board of Supervisors would need to have clearance under the California Environmental Quality Act. She said that whether a 1-year pilot or a permanent solution is brought forward will depend on findings and outreach conducted as part of the study.

Ms. Madland shared that her agency is committed to the schedule which Commissioner Chan mentioned.

Commissioner Chan noted that 120 days after San Francisco's COVID emergency expires, temporary measures including car-free JFK will also expire. She asked what will happen if a recommendation is not brought forward by the time this happens.

Director Tumlin explained that law requires that changes made during the emergency order be reversed. He said that this is one reason that the SFMTA is working quickly to bring forward solutions.

Commissioner Chan asked for clarification that a pilot closure would need to be approved by the SFMTA Board of Directors, the Park Commission, and Board of Supervisors.

Ms. Jones clarified that approval would be needed from the Board of Supervisors. She said the Recreation and Park Commission and the SFMTA Board are advisory bodies on this matter which would be expected to offer input prior to the Board of Supervisors' vote.

Commissioner Chan added that she saw comments made by many San Franciscans who wanted JFK Drive fully open or fully closed to vehicles. She said that the majority of her constituents appreciated the open space, however they also wanted to make sure that there is adequate access, and that people can travel safely and efficiently.

Commissioner Mar noted how deeply felt this issue was to so many people in San Francisco. He said that while he did support the vision of car-free JFK and expanded car-free streets, there are some significant issues that need to be addressed to



responsibly plan for this vision. With respect to the Great Highway, he said the question is how vehicle traffic can be managed safely. With JFK Drive, access, and equity for people of color, people with disabilities and seniors are the issues.

Commissioner Mar also said that they need to accommodate north/south trips which are a separate issue from park access. He said the West Side Operations Analysis, a part of the next phase of work, would be an important to do this work.

Chair Mandelman shared that he has a long record of supporting car-free JFK and has experienced the joy of that car-free space. He shared that his colleagues have raised critical equity concerns and that City staff have a lot of work ahead of them to ensure that everyone is benefitting.

Commissioner Mar moved to approve the item, seconded by Commissioner Chan.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, and Stefani (10)

Absent: Commissioner Walton (1)

8. Award a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Eide Bailly LLP in an Amount Not to Exceed \$310,000 for Annual Audit Services - ACTION

This item was deferred to the call of the Chair.

9. Preliminary Fiscal Year 2021/22 Budget and Work Program - INFORMATION

This item was deferred to the call of the Chair.

Other Items

10. Introduction of New Items - INFORMATION

No new items were introduced.

11. Public Comment

During public comment, a caller suggested that when the next study is conducted, to consider Middle Drive as a candidate for a potential road closure.

Patricia Arack expressed support on behalf of the Concerned Residents of the Sunset towards Commissioner Mar's earlier comments as it relates to the traffic mitigations and suggested the opening of the Upper Great Highway during the work week so that the residents can feel safe again.

Roland Lebrun said he would be submitting his comments in writing due to time constraints.

Charles Perkins of District 7 said that it is not debatable that diverting 20 thousand plus cars from the Great Highway onto alternative residential streets necessarily undermines Vision Zero.

Stacy Randecker said that cars are the problem as they are hurting the city and the environment. She said that San Francisco is a transit first city, but they need better transit to serve the people.



A caller said that San Francisco has a climate goal where 80% of the trips in the city need to be taken by non-automobile by 2030. He asked if the Commissioners were contributing or achieved this goal in their personal lives and if not, what actions were they taking to make sure that they can. He said the City is on track for defeating a deadly pandemic in less time that it will take them to study a 1.5 mile portion of one street in the city and its embarrassing.

Luke Bornheimer encouraged the Commissioners to visit the Great Walkway, Outer Sunset, and the Lower Great Highway. He said it is a great way for them to be aware of the light and joy it brings the community, and it is a way for them to see the traffic calming firsthand. He also extended an invite for everyone to join them on Sunday, at 10:30 a.m. on May 17, for a rally celebrating the Great Walkway and advocating for it to stay.

A caller said cars are dangerous and added that San Francisco is a transit first city. He said the Great Highway not being open encourages equity. He said as a destination city they can either be pedestrian and tourist friendly or an inequitable city that caters to a car first society.

Julie Roberts a parent said she hopes they do not lose focus on the equity needs for the families that are walking to school in the Tenderloin. She said she wants to be sure as they are talking about the SFMTA budget they are finding dollars to extend the Safe Passage program north of the Tenderloin to the District 3 schools. For 2 years they have been advocating and she hopes they can get the funds together for the September launch.

Jessica Jenkins echoed the previous callers request for a budget for better programs and infrastructure improvements for families walking from the Tenderloin. She said the Tenderloin is uniquely challenging for families that walk in the Redding neighborhood and it would be a huge help for families in that area.

12. Adjournment

The meeting was adjourned at 1:58 p.m.