



RESOLUTION ACCEPTING THE GOLDEN GATE PARK, JOHN F. KENNEDY DRIVE ACCESS
AND EQUITY STUDY REPORT

WHEREAS, In response to COVID-19, John F. Kennedy JFK Drive was closed to private vehicles every day of the week to create more spaces for people to safely recreate and maintain social distancing guidelines, which was an expansion from pre-COVID-19 conditions when JFK Drive was closed on Sundays, holidays, and some Saturdays; and

WHEREAS, In early 2021, the Transportation Authority convened the Golden Gate Park Stakeholder Working Group to determine shared values and priorities to inform subsequent park access planning and long-term operations; and

WHEREAS, The Stakeholder Working Group developed an Action Framework to aid in the ongoing planning process and identified, among other findings, a need to improve access to GGP for communities of color, especially the city's southeastern neighborhoods; and

WHEREAS, The Golden Gate Park, John F. Kennedy Drive Access Equity Study was requested by Commissioner Walton and funded by the Transportation Authority Board through an appropriation of Prop K half-cent sales tax funds; and

WHEREAS, The Access and Equity Study was led by the Transportation Authority in consultation with the San Francisco Municipal Transportation Agency (SFMTA), and Recreation and Park Department (RPD) and it focuses on District 3, District 10, and District 11 as these three districts are home to the Equity Priority Communities (EPCs) that are among the furthest from GGP; and

WHEREAS, The purpose of the study is to help decision makers understand the access experiences of District 3, District 10, and District 11 EPCs when visiting the eastern portion of GGP, including JFK Drive, covering: pre-COVID and current car-free conditions; the access barriers that EPC residents perceive or face; and how the current full-time car-free status of JFK Drive has impacted travel to the park; and

WHEREAS, The study also assesses the potential equity impacts of three alternatives for JFK Drive developed by SFMTA and RPD; and

WHEREAS, Transportation Authority staff conducted a study to collect new data in the form of a statistically significant survey, focus groups, and an intercept survey in the eastern



portion of GGP along JFK Drive, in the Music Concourse, and along MLK Drive to understand access to the eastern portion of Golden Gate Park, including JFK Drive, from Equity Priority Communities in District 3, District 10, and District 11; and

WHEREAS, The data collected was used to answer the following study questions as detailed in the attached study report: (1) From EPCs within District 3, District 10 and District 11, who used the eastern portion of GGP, including JFK Drive, before COVID-19?; (2) From EPCs within District 3, District 10 and District 11, who is currently using the eastern portion of GGP, including JFK Drive?; (3) From EPCs within District 3, District 10 and District 11, for those who do not use the eastern portion of GGP, including JFK Drive, as much as they would like, why and what are the barriers?; (4) From EPCs 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?; and (5) From all districts, who is currently using the eastern portion of GGP, including JFK Drive?; and

WHEREAS, The Access Equity Study assessed potential equity impacts of three configuration and programming alternatives for the long-term configuration of JFK Drive, developed by SFMTA and RPD in Winter 2021, including (1) Restoring vehicle access to JFK Drive; (2) Maintaining the car-free closure of JFK Drive; and (3) Restoring Partial Vehicle Access on JFK Drive with westbound access an entrance at 8th Street; and

WHEREAS, Each configuration alternative was assumed to be paired with varying levels of transportation programs based on information presented at the Joint SFMTA and RPD Commission Hearing on March 10, 2022; and

WHEREAS, Staff found that pre-pandemic equitable access to the eastern portion of Golden Gate Park was mixed and that all three of the long-term alternatives proposed by SFMTA and RPD have the potential to reduce transportation barriers from pre-pandemic conditions, with some accessibility considerations where impacts are uncertain or worsen, which are identified in the attached report; and

RESOLVED, That the Transportation Authority hereby accepts the Golden Gate Park, John F. Kennedy Drive Access Equity Study; and be it further; and

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.



Attachments:

1. Attachment 1 - Golden Gate Park, John F. Kennedy Drive Access Equity Study Report
2. Attachment 2 - Golden Gate Park, John F. Kennedy Drive Access Equity Study Appendices