



San Francisco Bicycle Advisory Committee  
City Hall, Room 408  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

## RESOLUTION TO SUPPORT A PERMANENT CAR-FREE PATH THROUGH GOLDEN GATE PARK

2021-05-24

**WHEREAS**, the *San Francisco Bicycle Coalition* petitions the SFCTA Board to keep JFK Drive from Kezar Drive to Transverse Drive closed to cars and open to people while including communities of color, districts further from the park, and people with disabilities, reforming the mismanaged Music Concourse Garage, improving Muni service to the park with the 44 and 29 Muni lines, and making the existing shuttle more frequent and reliable; and, (<https://sfbike.org/news/lets-talk-about-race-and-car-free-jfk/>).

**WHEREAS**, the City and County of San Francisco adopted a Transit-First Policy as stated in Section 8A.115 of the San Francisco Charter, which includes the principles that “decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety” and that “bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking;” and,

**WHEREAS**, the City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives; and,

**WHEREAS**, the San Francisco Vision Zero Core Principles include Safe Streets: “Human error is inevitable and unpredictable; we should design the transportation system to anticipate error so the consequence is not severe injury or death. Transportation and land use development policies, standards, programs, and design decisions should prioritize preserving lives.” and the San Francisco Vision Zero Complementary Goals include Mode Shift: “The city will shift 80% of trips to sustainable travel choices by 2030. More people walking and biking on safe streets in San Francisco—getting health benefits from physical activity, cleaner air, and less traffic noise—helps makes it safer for everyone on every street;” and,

**WHEREAS**, Recreation and Park Department data sourced from City Dash and cited by [Heather Knight in the San Francisco Chronicle](#) shows that none of San Francisco’s 11 supervisorial districts has seen an increase or decrease of its proportion of overall visits to JFK Drive by more than 1.5% during the pandemic; and,

**WHEREAS**, biking has increased by 441% on JFK Drive and walking has increased by 42% since JFK Drive became car-free in May 2020 according to [the San Francisco Chronicle](#); and

**WHEREAS**, collisions involving injury or fatality have decreased by 100% since JFK Drive from Kezar to Transverse became car-free in May 2020; and



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**WHEREAS**, the San Francisco Board of Supervisors declared a climate emergency on April 12, 2019; and

**WHEREAS**, the San Francisco Board of Supervisors declared a state of emergency regarding pedestrian and cyclist fatalities on November 5, 2019; therefore be it

**RESOLVED**, the San Francisco Bicycle Advisory Committee stands with the *San Francisco Bicycle Coalition* and endorses the *San Francisco Bicycle Coalition* petition to maintain the closure of JFK Drive from Kezar Drive to Transverse Drive to cars while including communities of color, districts further from the park, lower-income communities, youth, and people with disabilities in the decision-making process and in the ultimate enjoyment of the park, and while improving Muni and shuttle service to the park; and,

**RESOLVED**, the San Francisco Bicycle Advisory Committee recommends specifically that MTA Director Tumlin's request for a one-year extension of the temporary JFK Drive closure be approved in order to keep JFK Drive open to people 24/7 during the public outreach process.

**BE IT FURTHER RESOLVED**, We recommend sufficient public outreach and engagement that includes all stakeholders as well as an equity analysis on the impact that a car-free JFK Drive has on marginalized communities be completed, a resolution to all of the 2018 Mayor's Office of Disability's concerns regarding ADA parking, shuttle, paratransit, pedestrian safety, and weather be reached, and solutions to expand and improve transit and micromobility access to Golden Gate Park in the forms of buses and bikeshare stations be explored as part of the final solution for JFK Drive.

District 1: Kristin Tieche  
District 2: Sarah Boudreau  
District 3: Marc Brandt  
District 4: Open  
District 5: Melyssa Mendoza  
District 6: Mary Kay Chin  
District 7: Bert Hill  
District 8: Diane Serafini  
District 9: Kisai Henriquez  
District 10: Paul Wells  
District 11: Jeffrey Taliaferro

Signed \_\_\_\_\_  
Bert Hill, Chair

Date: \_\_\_\_\_