

1 [Equitable Access to Open Space]
2 **Resolution urging the Mayor and Board of Supervisors to support and provide**
3 **funding for public transportation services to the Marin Headlands, Camp Mather,**
4 **Golden Gate Park, and other recreational destinations in the Bay Area and Calling**
5 **for the San Francisco Recreation and Parks Department, San Francisco County**
6 **Transportation Authority, and San Francisco Municipal Transportation Agency to**
7 **develop a plan to reduce public transit delay along 9th Avenue and Martin Luther**
8 **King Junior Drive.**

9 WHEREAS, According to the American Public Health Association, “Access to
10 nature has been related to lower levels of mortality and illness, higher levels of outdoor
11 physical activity, restoration from stress, a greater sense of well-being, and greater
12 social capital”¹; and

13 WHEREAS, According to a report by the Center for American Progress,
14 “Students who spend more time outdoors, including students from low-income
15 backgrounds, tend to perform better on standardized tests, demonstrate more
16 enthusiasm toward school, and have fewer attendance problems. According to one
17 study, simply having more tree cover in a neighborhood could account for as much as
18 13 percent of variance in student outcomes; the study found the positive effect to be
19 strongest in schools that faced the most external socioeconomic challenges.” but the
20 study also noted “People of color, families with children, and low-income communities
21 are most likely to be deprived of the benefits that nature provides.”²; and

¹<https://www.apha.org/policies-and-advocacy/public-health-policy-statements/policy-database/2014/07/08/09/18/improving-health-and-wellness-through-access-to-nature>

² <https://www.americanprogress.org/article/the-nature-gap/>

1 WHEREAS, According to the Trust for Public Land's ParkScore Rankings which
2 compare the quality of 100 US City's parks based on 5 categories, San Francisco's
3 parks rank 7th overall but rank 31st when looking at the equity score alone³; and

4 Whereas, According to a San Francisco Municipal Transportation Agency study,
5 34.5% of San Francisco households do not own a car and lower income (<100k/yr)
6 (53%), Black/African American (61%), Native American (57%), Pacific Islander/Filipino
7 (53%), age 18-29 (44.4%), and age 65+ (47.5%) households were all significantly more
8 likely to not have access to a vehicle than the 34.5% average⁴; and

9 WHEREAS, Camp Mather is a Family Camp operated by the San Francisco
10 Recreation and Parks Department located in Tuolumne County, California on the site of
11 former housing and a lumber mill for the construction of the O'Shaughnessy Dam
12 creating the Hetch Hetchy Reservoir that supplies San Francisco with water and
13 electricity, and now hosts nearly 10,000 campers over 11 week-long secessions each
14 summer; and

15 WHEREAS, In 2003, a Civil Grand Jury released a report entitled "Sharing Camp
16 Mather, San Francisco's Secret Jewel, With All San Franciscans" which examined
17 inequities in access to Camp Mather such as limited publicity, a complex lottery based-
18 application process, a high rate of returning campers over first-time campers, low
19 utilization of the low-income campership program and a lack of materials in languages
20 other than English and provided recommendations to increase access including
21 providing transportation from San Francisco to Camp Mather to campers who qualify for
22 the campership program⁵; and

³ <https://parkserve.tpl.org/customranking/?PS0667000>

⁴ https://www.sfmta.com/sites/default/files/reports-and-documents/2021/02/survey_findings_demographics.pdf

⁵ https://civilgrandjury.sfgov.org/2002_2003/Sharing_Camp_Mather_San_Francisco.pdf

1 WHEREAS, The San Francisco Recreation and Parks Department currently
2 provides transportation during Camp Mather’s Senior Session at a cost of \$5784 per
3 bus per week which includes the trip to and from Camp Mather from San Francisco and
4 a midweek shuttle from Camp Mather to Yosemite Valley but does not provide any
5 transportation for guests or employees during family sessions; and

6 WHEREAS, The Marin Headlands, a National Park located just across the
7 Golden Gate Bridge in Marin County, California, is part of the Golden Gate National
8 Recreation Area (GGNRA) and sees 13 Million visitors a year making it one of the most
9 visited sites in the national park system⁶; and

10 WHEREAS, The Marin Headlands, like other national and regional parks, suffers
11 from high parking demand resulting in traffic congestion and hazardous and illegal
12 parking in part due to a lack of other options to access the park; and

13 WHEREAS, Prior to April 7th, 2020, Muni operated the 76X Marin Headlands
14 Express which provided weekend and holiday service every 60-90 minutes from
15 Downtown San Francisco to the Marin Headlands, the only public transit connection
16 from San Francisco to the Marin Headlands, and served more than 40,000 riders per
17 year (~380 riders per day) on average in 2018 and 2019; and

18 WHEREAS, Before 2012, the 76X operated as the 76 local which operated on
19 Sundays only and served an average of 275 riders per week but in 2012, thanks in part
20 to \$235,000 in grant funding from the GGNRA, service was expanded to Saturdays and
21 Holidays and the potential of a further expansion to 30-minute service with a new
22 express route making fewer stops within the city⁷; and

⁶ <https://www.nature.org/en-us/get-involved/how-to-help/places-we-protect/the-nature-conservancy-in-california-1972-marin-headlands/>

⁷ <https://archives.sfmta.com/cms/cmta/documents/11-6-12item12teupdatept.pdf>

1 WHEREAS, According to Darren Brown, a transportation planner for the
2 GGNRA, “The 76-Marín Headlands is the only transit line that takes passengers directly
3 to different points of the park. Along with reducing the impact of private vehicles in the
4 park, the service changes could introduce visitors to features that are only open
5 Saturdays.”⁸; and

6 WHEREAS, In 2017 King County Metro launched the “Trailhead Direct” pilot
7 program which provides seasonal (~May-October) public transit service from Downtown
8 Seattle and the surrounding city’s light rail stations to regional parks along a single initial
9 route, the pilot became permanent and grew to 4 routes, in its third year the service
10 provided more than 35,000 rides, helping to alleviate parking challenges and provide
11 increased access to the regions open space⁹; and

12 WHEREAS, According to William Chen, Communications Manager for the
13 Environmental Coalition of South Seattle, “Trailhead Direct is a boon for narrowing the
14 gap in access to the outdoors for communities of color. This new route was the
15 season’s most popular for the immigrants, refugees and other communities of color we
16 serve, and especially for families and seniors. Trailhead Direct and its partnership with
17 community-based organizations shows the power of meeting communities where they
18 are, to implement solutions that advance the equity of outdoor access”¹⁰; and

19 WHEREAS, Muni route 44 O’Shaughnessy provides public transit access to
20 Golden Gate Park from diverse communities across San Francisco including the
21 Bayview and Excelsior districts which have highlighted concerns about accessing

⁸ <https://web.archive.org/web/20121110063023/http://www.sfexaminer.com:80/local/transportation/2012/11/muni-s-downtrodden-76-line-marin-slated-improvements>

⁹ <https://kingcounty.gov/elected/executive/constantine/news/release/2019/October/29-trailhead-direct-results.aspx>

¹⁰ <https://kingcounty.gov/elected/executive/constantine/news/release/2019/October/29-trailhead-direct-results.aspx>

1 Golden Gate Park especially given the implementation of a permanent JFK promenade;
2 and

3 WHEREAS, The closure of JFK drive to cars has resulted in a reduction in
4 parking making reliable Muni service to destinations including the De Young Museum
5 and Academy of Sciences that the 44 bus serves even more critical; and

6 WHEREAS, The 44 travels on 9th Avenue from Judah Street to MLK Drive and
7 MLK Drive from 9th Avenue to Hagiwara Tea Garden Drive where it is heavily impacted
8 by private vehicle traffic congestion and illegal parking that causes increased travel
9 times and contributes to declines in service reliability including bus bunching and
10 service gaps, at times as many as 4 buses have bunched within a 2 block segment of
11 the route¹¹; and

12 WHEREAS, Golden Gate Park has received significant political and media
13 attention in part due to the recent Ferris Wheel and JFK Promenade debates and sees
14 significantly more visitors and receives more investment compared to other city parks;
15 and

16 WHEREAS, Other city parks such as John McLaren park suffer from many
17 issues leading them to “underperform as a citywide asset. A combination of deferred
18 maintenance, decades of incomplete design ideas, and an inconsistent boundary with
19 its adjacent neighborhoods, have created a park without a cohesive identity, sense of
20 place, or even a clear set of park entrances”¹²; and

21 WHEREAS, San Francisco Recreation, and Parks Department has identified that
22 many San Franciscans are unfamiliar with McLaren park and it is perceived by some as

¹¹ <https://twitter.com/thecliffbar/status/1543737173995708417?s=20&t=RbKlh9bUbfKLxPQM9DXiXQ>,
<https://twitter.com/HaydenM16/status/1609681913060683777?s=20&t=RbKlh9bUbfKLxPQM9DXiXQ>

¹² <https://sfrecpark.org/DocumentCenter/View/7224/Vision-Plan-Report-PDF> (pg. 10)

1 unkempt and dangerous but believes that through investing in and promoting the park's
2 unique features, it can better serve its existing visitors and invite new users to explore
3 it¹³; now, therefore, be it

4 RESOLVED, That the 2022-2023 Youth Commission of the City and County of
5 San Francisco urges the Mayor and Board of Supervisors to support and allocate
6 funding for San Francisco Recreation and Parks Department to provide bus
7 transportation from San Francisco to Camp Mather for at least 25% of family summer
8 sessions at Camp Mather with bus transportation space prioritized for families receiving
9 camperships; and be it

10 FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and
11 County of San Francisco urges the Mayor and Board of Supervisors to support and
12 allocate funding for the San Francisco Municipal Transportation Agency to restore Muni
13 route 76X service as soon as possible to provide public transit access to the Marin
14 Headlands and for the San Francisco Municipal Transportation Agency to seek potential
15 grant funding from the GGNRA or other sources to support the operation of the service;
16 and be it

17 FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and
18 County of San Francisco urges the Mayor and Board of Supervisors to direct the San
19 Francisco Municipal Transportation Agency, San Francisco County Transportation
20 Authority, and San Francisco Recreation and Parks Department to develop a plan to
21 reduce delays for public transit on 9th Avenue from Judah Street to MLK Drive and MLK
22 Drive from 9th Avenue to Hagiwara Tea Garden Drive including increased parking

¹³ <https://sfrecpark.org/DocumentCenter/View/7224/Vision-Plan-Report-PDF> (pg. 18)

1 enforcement, parking and loading changes, turn restrictions, and restricting private
2 vehicle access to 9th Avenue from Judah Street to Lincoln Way; and be it

3 FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and
4 County of San Francisco urges the Mayor and Board of Supervisors to support and fund
5 efforts of the San Francisco Recreation and Parks Department to improve and promote
6 the use of both large parks such as John McLaren Park and local parks and
7 playgrounds, especially those in equity priority communities; and be it

8 FURTHER RESOLVED, That a copy of this resolution be sent to the Mayor,
9 Board of Supervisors, San Francisco Municipal Transportation Agency, San Francisco
10 County Transportation Authority, and San Francisco Recreation and Parks Department.