

WHAT WE HEARD AT THE DECEMBER 2016 OPEN HOUSE

In this packet you'll find the materials that were presented at the Golden Gate Park Traffic Safety Project December 3rd, 2016 Open House. Below is a summary of the feedback we received both at the open house and through our online feedback form.

Midblock and Trail Crossings

- Crossing roads like JFK and MLK is an uncomfortable experience for both pedestrians and bicyclists

Intersections

- Some intersection crosswalks have low visibility or are unmarked
- Large intersections create long crossing distances
- Turning vehicles create conflicts with bicyclists and pedestrians

Park Entrances and Exits

- Complex intersections at park entrances and exits - like JFK & Kezar - can make entering or leaving the park challenging for bicyclists and pedestrians

Bikeways

- Parked cars and u-turning vehicles encroach into the buffer and bikeway along the JFK Bikeway
- More protected bikeways needed throughout the park
- Wayfinding signage for bicyclists can be improved

Speeding

- Speeding creates uncomfortable conditions for pedestrians and bicyclists traveling both along and across Golden Gate Park roads
- Desire for more speed humps

Through Traffic

- Support for restricting the amount of through traffic that travels through the park rather than to the park
- Desire for more car-free spaces

Pavement Quality

- Poor pavement quality makes bicycling difficult



WHY WE WANT YOUR FEEDBACK

Thank you for helping the Recreation and Park Department (SFRPD) and the San Francisco Municipal Transportation Agency (SFMTA) plan for safety improvements for roads in Golden Gate Park!

We are asking park visitors and neighbors to look through the following slides and give us feedback because we want to:

- Provide information to you about why you will be seeing some changes on Golden Gate Park roads
- Get your thoughts about our priorities for improvements to park roads
- Hear from you about specific locations in the park that we should study further.

We will review your feedback along with traffic and collision data to develop proposals that build on this input. We will present our recommendations at a future public meeting.



Please give us your feedback by completing our [online survey](#)



PROJECT DESCRIPTION & GOALS

SFRPD and SFMTA are partnering to develop recommendations to make Golden Gate Park roads safe for all travelers in the park. These recommendations will include near-term spot improvements that can be made within a year or so, as well as proposals for broader changes that will require further study and outreach.

- Ensure that it is safe, convenient, and enjoyable to travel to and through the park using non-motorized forms of transportation, whether for transportation or recreation
- Address existing collision and speeding patterns
- Reduce motor vehicle traffic on park roads while maintaining access to park destinations

Do you agree with these priorities? In the survey, let us know what you like, what you would add, and why.

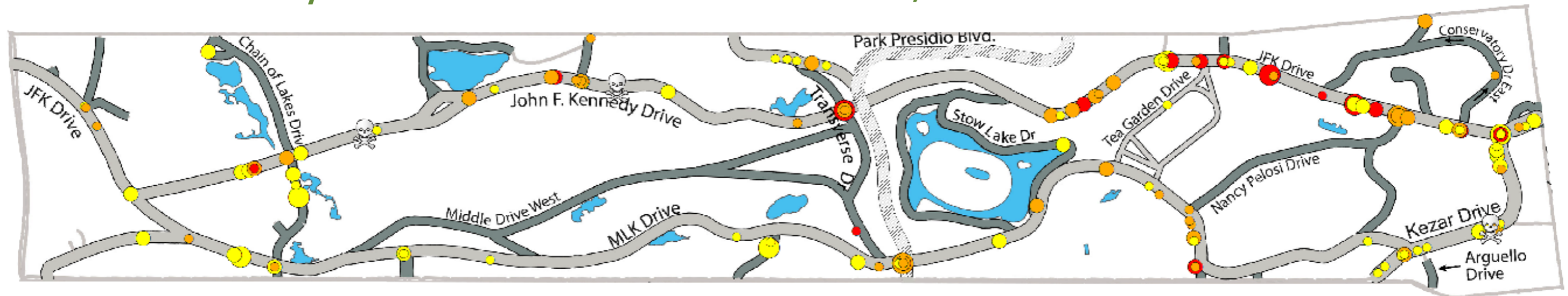
These priorities build on goals described over the next few boards.



MAYOR LEE'S EXECUTIVE DIRECTIVE

In August 2016, Mayor Lee issued an Executive Directive on Bicycle and Pedestrian Safety following two bicycle fatalities in June, one of which took place on JFK Drive. In it, he instructed the San Francisco Recreation and Park Department and Municipal Transportation Agency to deliver near-term safety improvements on JFK Drive and **initiate a study of expanded traffic calming and traffic restriction measure in Golden Gate Park (GGP).**

Location and Severity of Collisions on Golden Gate Park Roads, 2011 to 2016



Between 2011 and 2016, **157** people were injured and **3** people were killed on Golden Gate Park roads including **one bicyclist fatality, two motorcyclist fatalities, 50 bicyclist injuries, and 17 pedestrian injuries.**

- Complaint of Pain ○
- Other Visible Injury ○
- Severe Injury ○
- Fatality ☠
- Pedestrian Injury ●
- Bicyclist Injury ●
- Motorist Injury ●
- Collisions not shown (Caltrans jurisdiction) ▨



VISION ZERO

Every year, 30 people are killed and 200 more are seriously injured in traffic crashes on San Francisco Streets.

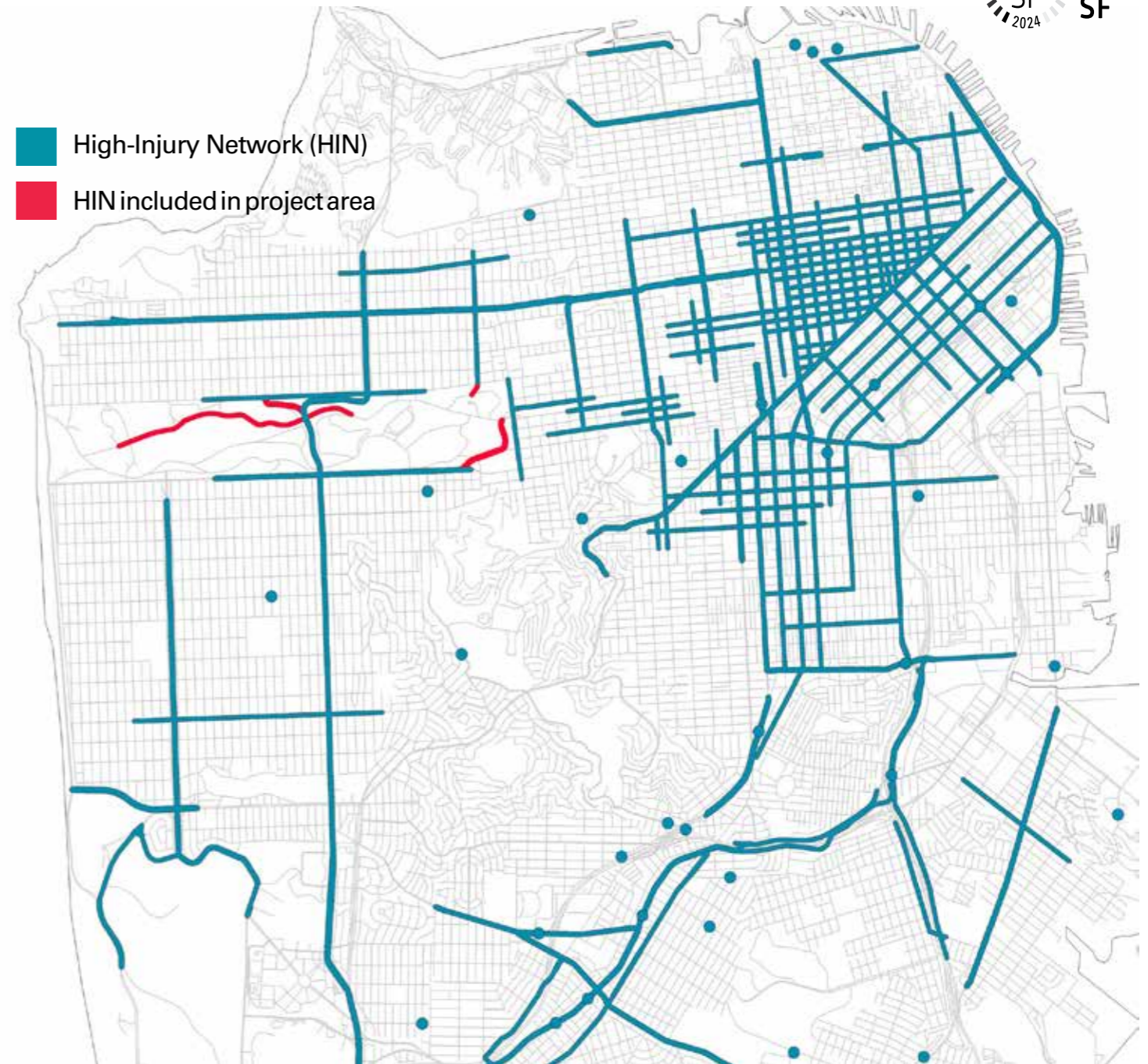
The City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws and adopt policy changes that save lives.

Our city's goal, Vision Zero, is to end all traffic deaths by 2024.

San Francisco's High Injury Network represents the 12 percent of city streets that account for 70 percent of traffic collisions; several streets in Golden Gate Park appear on the network, as shown.

Both the San Francisco Recreation and Park Commission and SFMTA Board of Directors have formally adopted the city's Vision Zero goal.

High-Injury Network



GOLDEN GATE PARK MASTER PLAN PRIORITIES

The Master Plan for Golden Gate Park was completed in 1998 as a framework to guide management of current and future park and recreation demands, while preserving the park's historical significance. Today, the Master Plan still fills that role, and plays a major role in determining the goals and priorities of this project.

Master Plan Objective III: Park Circulation

- Create and maintain a park-wide system of recreational roadways, pathways and trails. **Minimize motor vehicular traffic.**
- **Access must be provided to all park activity areas...** The challenge is to balance the need to provide adequate and convenient parking... with the desire to reduce vehicle traffic in the park to enhance the park experience.

Bicycles

- A vision of an **integrated network** of paved bicycle trails, designated on-street bike lanes, and other amenities.
- Provide a **safe and convenient** use of the bicycle as a means of recreation and transportation to, within and through Golden Gate Park. Provide continuity with the city bikeways plan

Pedestrians

- Create and maintain a system of recreational pathways, trails and roadways where **the order of priority is first pedestrians**, second bicycles, and third motor vehicles.
- Promote **safe, convenient and enjoyable** facilities for all pedestrians, including those with disabilities.
- Provide safe, convenient **access to Muni** transit and shuttle.



A WORK IN PROGRESS

Improving safety on Golden Gate Park roads has been an ongoing effort. This project offers us the opportunity to revisit past recommendations and see if there are new opportunities.

Some of the changes made to park roads over the past few decades include:

- Introduction of Car-Free JFK on some weekends
- Closure of Middle Drive West to through traffic
- Closure of Arguello to through traffic at Kezar Stadium
- Closure of Waller St. entrance
- Traffic calming measures on Tea Garden Drive
- Pedestrian and bicycle access improvements at JFK Drive & Kezar Drive
- Closure of through traffic from 7th Avenue into the park
- JFK Drive Parking Protected Bikeway
- JFK Drive Speed Humps



TRAFFIC SAFETY TOOLBOX

The SFMTA implements traffic safety improvements throughout the city. Below are **examples of measures that could be implemented** and are appropriate to the context and character of Golden Gate Park. These are meant to give an idea of the scope and scale of improvements we might pursue; trade-offs of potential measures will be the topic of the next meeting when we have specific recommendations.

Spot improvements are traffic calming and safety measure that address safety concerns at specific locations.

Bikeway Separation



Speed Humps



Stop Signs



Raised Crosswalk with High-visibility Markings



Bulb-Outs



Traffic circulation changes alter how motorists drive through the park using tools like **turn restrictions** and **one-way streets**.



(See next board: Reducing Motor Vehicle Traffic)

Programmatic interventions could include changes to **car-free weekends** such as longer hours or additional days.

Corridor improvements involve interventions on longer stretches of road or pathways, including new on-street **bike lanes**.

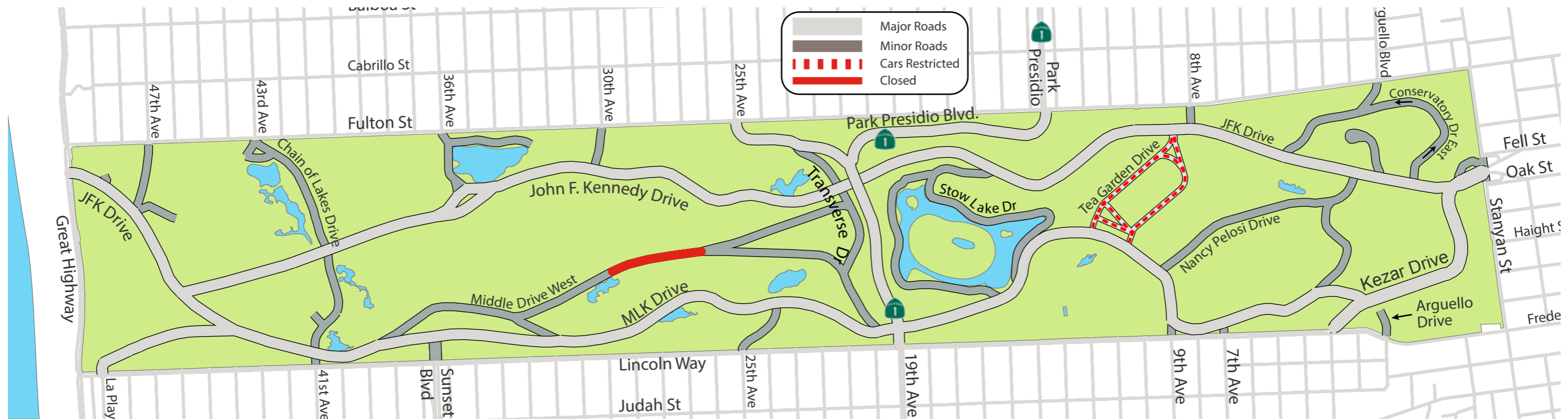
REDUCING MOTOR VEHICLE TRAFFIC ON PARK ROADS

Do you drive to destinations in Golden Gate Park?

What about through the park to cross-town destinations?

One goal of the project is to reduce the amount of automobile traffic on park roads. We will consider circulation changes that reduce the appeal of park roads for cross-town traffic while maintaining vehicle access to park destinations, acknowledging that park roads are an important part of the city's street network. Data collection is underway to document existing travel patterns and help evaluate proposals. We also want to hear from you:

*What should the project team know when evaluating options for circulation changes?
Let us know in the survey.*



HOW DO YOU GET TO & AROUND GOLDEN GATE PARK?

Walk

Bike

Drive

Rollerblade/skate

Other (tell us!)

Run

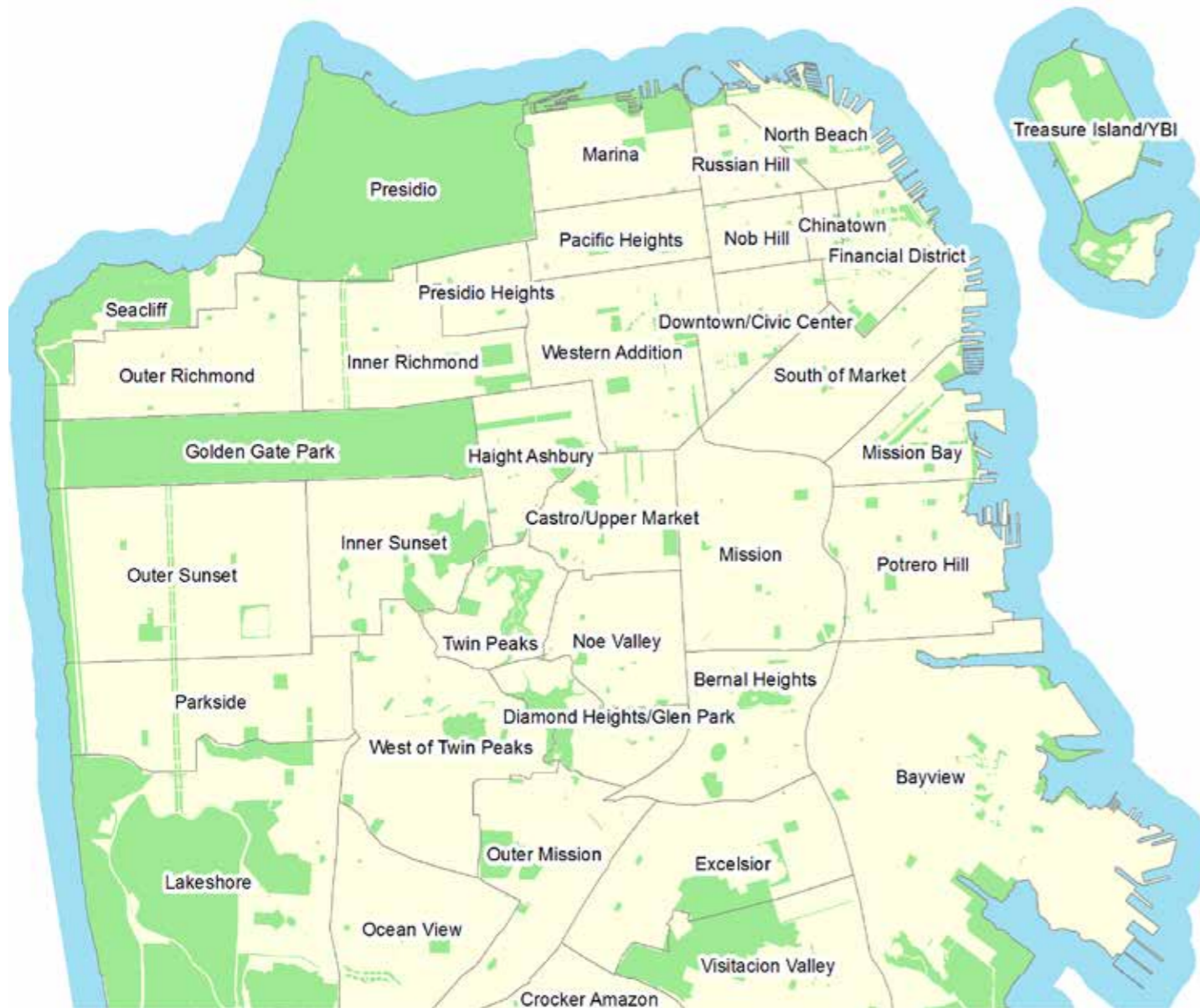
Muni

Park Shuttle

Skateboard



WHERE ARE YOU COMING FROM?



NEXT STEPS

Over the next months we will be reviewing your feedback as well as analyzing data we have collected regarding collision patterns and traffic circulation. We will then be developing potential interventions that meet the City's goals and address public concerns, to present at future meetings:

Additional Community Outreach

As we develop our proposals, the project team will conduct further outreach to the community either through outreach meetings, working with project stakeholders, and sharing information online and through email, to get feedback on our proposals.



Spring - Summer 2017

December 2016 - March 2017



Review Data and Feedback & Draft Proposals

Project Team will review traffic circulation data, collision history, and feedback from the Dec. 3 open house and online survey.

The Project Team will develop proposed interventions, likely including:

- Spot-improvements that can be implemented in the near-term
- Recommendations for interventions requiring further study and outreach

Spring 2017



Detailed Design of Near-Term Interventions

Project team will develop detailed design of near-term initiatives and further refine and scope longer term proposals

Summer - Winter 2017



Implement Near Term Interventions

Install near-term interventions and finalize schedule for planning, design, and implementation of other measures

2018+



Future Projects

Larger-scale projects that will require additional outreach, study, and analysis may be scheduled for later years

Please take our [online survey](#). You can find additional project information and sign up for project email updates at sfmta.com/ggp.

*Please note: This timeline is subject to change as we go through our feedback and data.

