



GOLDEN GATE PARK

ACCESS & SAFETY PROGRAM

September 2021



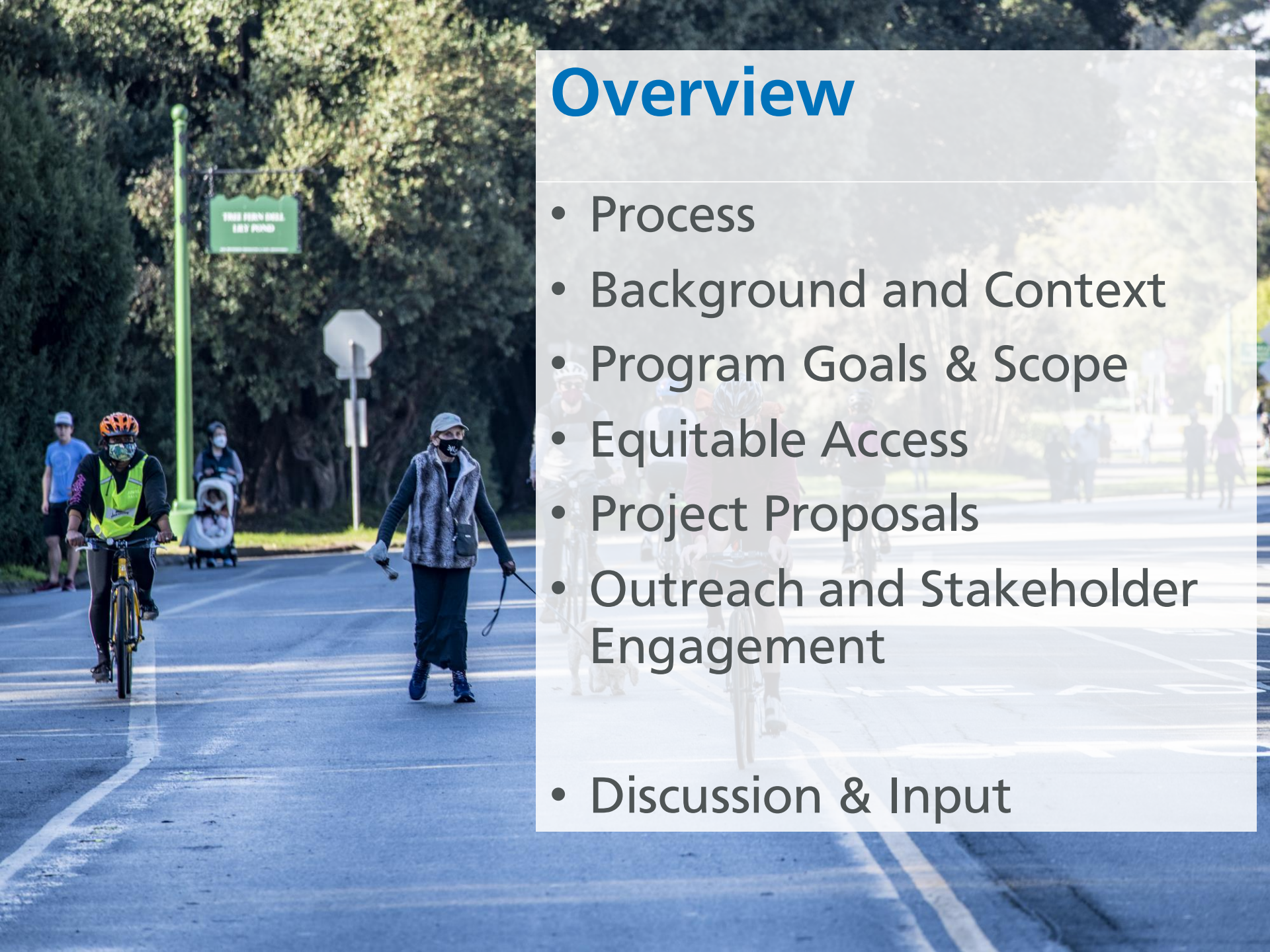
SFMTA



SAN FRANCISCO
RECREATION
& PARKS

Overview

- Process
- Background and Context
- Program Goals & Scope
- Equitable Access
- Project Proposals
- Outreach and Stakeholder Engagement
- Discussion & Input



Process

Summer

SFMTA-RPD Collaboration

SFMTA & RPD staff develop project proposals and materials for broader stakeholder engagement

Fall

Public Outreach

Engage park stakeholders with special emphasis on:

- Disability community and seniors
- Equity priority communities
- Park institutions
- Youth & families
- Neighborhood stakeholders

Winter

Finalize & Approve

Proposal to the Board of Supervisors for a recommended project proposal based on:

- Technical analysis
- Public outreach
- Policy mitigations

Program Background & Context



The streets of Golden Gate Park have always been for the people



Background

- San Franciscans have overwhelmingly supported having fewer cars and prioritizing people walking and biking in Golden Gate Park for decades
- Since 1967, street closures have occurred every Sunday, many Saturdays, and frequently for special events
- 1998 Prop J and related City legislation require RPD to prioritize people on park streets
- Healthy Saturdays begins 2007

75% of weekday traffic on JFK Drive pre-COVID was cut-through, with no park destination or purpose





Almost 7 million walking, rolling, biking and strolling trips have been made on car-free JFK since April 2020, a 36% daily increase in park visits

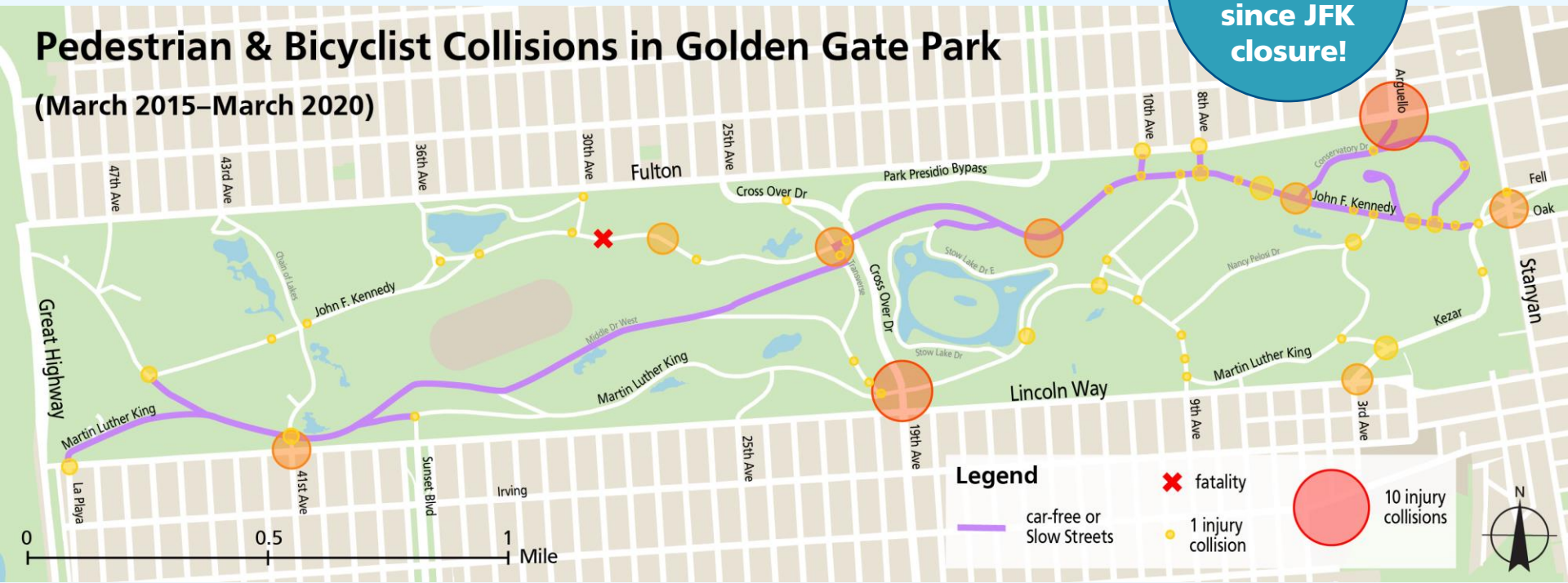
Golden Gate Park streets are designed for speed: On June 22nd, 2016, Heather Miller was killed on JFK Drive near 30th Ave by a person driving recklessly



Vision Zero aims for Zero Traffic Deaths in San Francisco

Zero injury collisions since JFK closure!

Pedestrian & Bicyclist Collisions in Golden Gate Park (March 2015–March 2020)



In the five years preceding COVID there were more than 100 injury collisions involving people walking and biking in Golden Gate Park. 38 occurred on the current car-free streets alignment; 26 at entries to car-free streets; 42 on other park streets

Program Goals & Scope

Program Goals

- 1) **Enhance the park experience:** eliminate cut through traffic
- 2) **Enhance traffic safety:** use proven traffic engineering tools to make streets safe
- 3) **Ensure access for all park users:** give parking priority to people with disabilities in the places they need it, in addition to supportive mobility options
- 4) **Support park institutions:** provide access to in park institutions for loading, delivery and drop-off/ pick-up
- 5) **Ensure functional and legible use of park streets:** make traffic rules easy to follow and understand

Program Scope

Decisions for Winter 2021/22:

- 1) **Closed street alignment-** which streets should be closed to cars in Golden Gate Park post-COVID?
- 2) **Supportive transportation policies and projects:** make it easier to get to the park by all modes

Decisions beyond Winter 2021/22:

- 1) **Broader capital improvements:** traffic signals, major park improvements that require civil infrastructure
- 2) **Bigger City operations:** Muni route frequencies, Music Concourse garage updates

Access improvements in progress

Capital

- ✓ New, on-street ADA spaces
- ✓ Music Concourse drop-off/pick-up zones
- ✓ Conservatory Dr. West./ Dahlia Dell access – fully open October 1st
 - Bandshell Lot ADA parking – in design
 - MLK at Polo Fields circulation – in design

Operational

- ✓ Adaptive Bikeshare events – underway
 - Dynamic parking rates in the Music Concourse Garage – legislation in September
 - Golden Gate Park Shuttle – better routing & higher frequency

Equitable Access

Zero Transfer Transit Connections to Golden Gate Park

The majority of San Francisco is within a 15 minute walk of a transit stop which directly connects to Golden Gate Park.

No place in San Francisco is further than a 10 minute walk and single transfer to Golden Gate Park.

After considering the Car Free Streets there remain 4700 parking spaces inside Golden Gate Park.



Map courtesy @that_mc

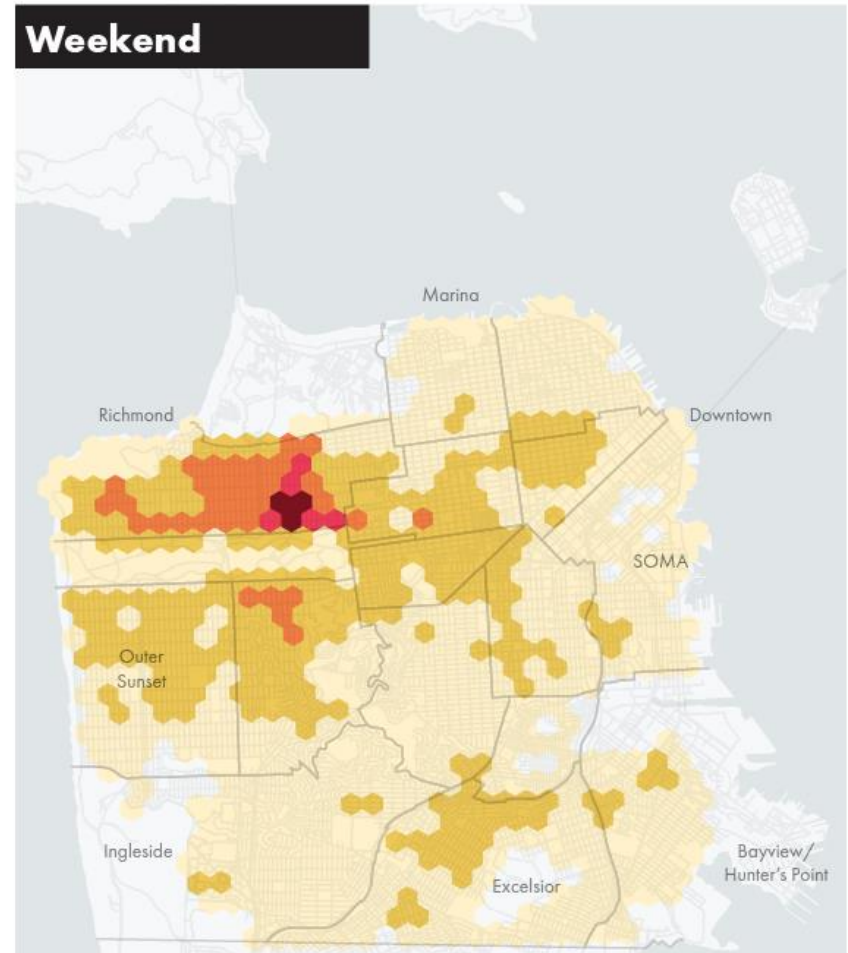
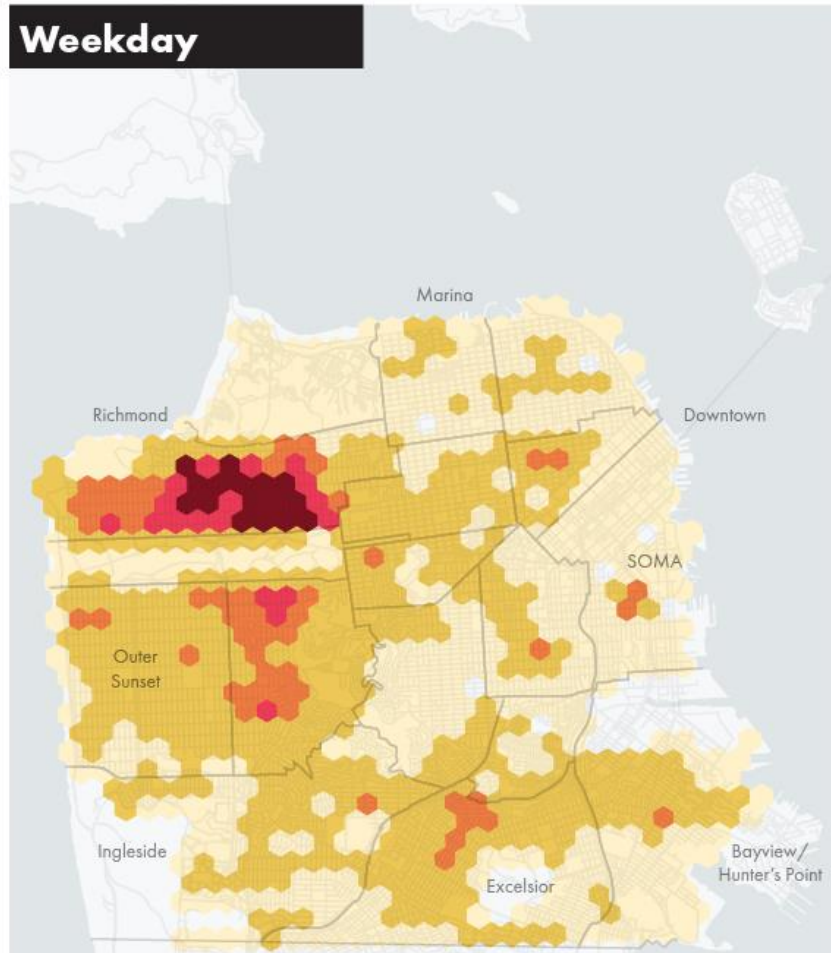
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Color symbols ColorBrewer2.org by Cynthia Brewer

Map by Mc Allen, August 2021
twitter @that_mc
Data: data.sfgov.org

Pre-COVID, more than half of drivers using JFK Drive lived in the Richmond, Inner Sunset, or Outer Sunset

San Francisco Residents

1 to 5 5 to 20 20 to 40 40 to 60 60+



Access for Equity Priority Communities

Preliminary analysis:

- Little change in park visitation rates by Supervisorial district, pre-COVID vs today

Note:

- An ongoing SFCTA Equity Analysis is being conducted for a more detailed understanding of any changes in park visitation and the home locations of park visitors during the COVID period. This information is obtained through anonymized cell phone data.

Trips to Golden Gate Park by Supervisor District, Fall 2019 vs Apr-Oct 2020

District	Pre-COVID	Today
1	10.7%	11.4%
2	11.0%	10.4%
3	6.9%	5.7%
4	9.0%	9.9%
5	13.5%	14.9%
6	8.7%	7.3%
7	9.6%	10.5%
8	9.7%	9.7%
9	8.1%	8.0%
10	6.2%	5.9%
11	6.7%	6.4%

Project Proposals

Project Proposal Considerations

Engineering Considerations:

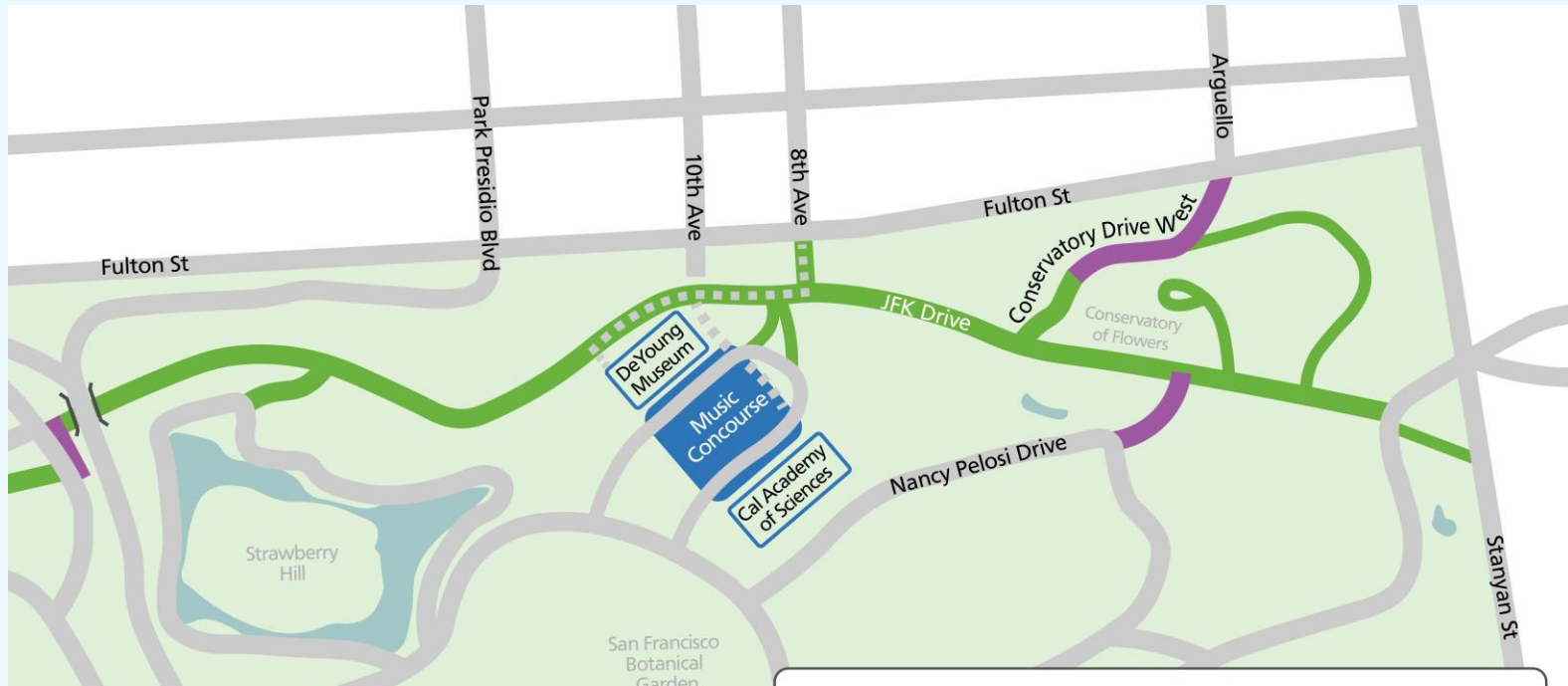
- Legibility, safety, and engineering feasibility
- Addition of ADA parking - blue zones
- Maintain delivery access to park institutions
- Improve pick-up/drop-off to park institutions

Park Experience Considerations:

- Minimizing disruption to current park use and visitor experience
- Prevent or minimize new cut-through traffic in the park

Existing Car-Free Route Option

East End

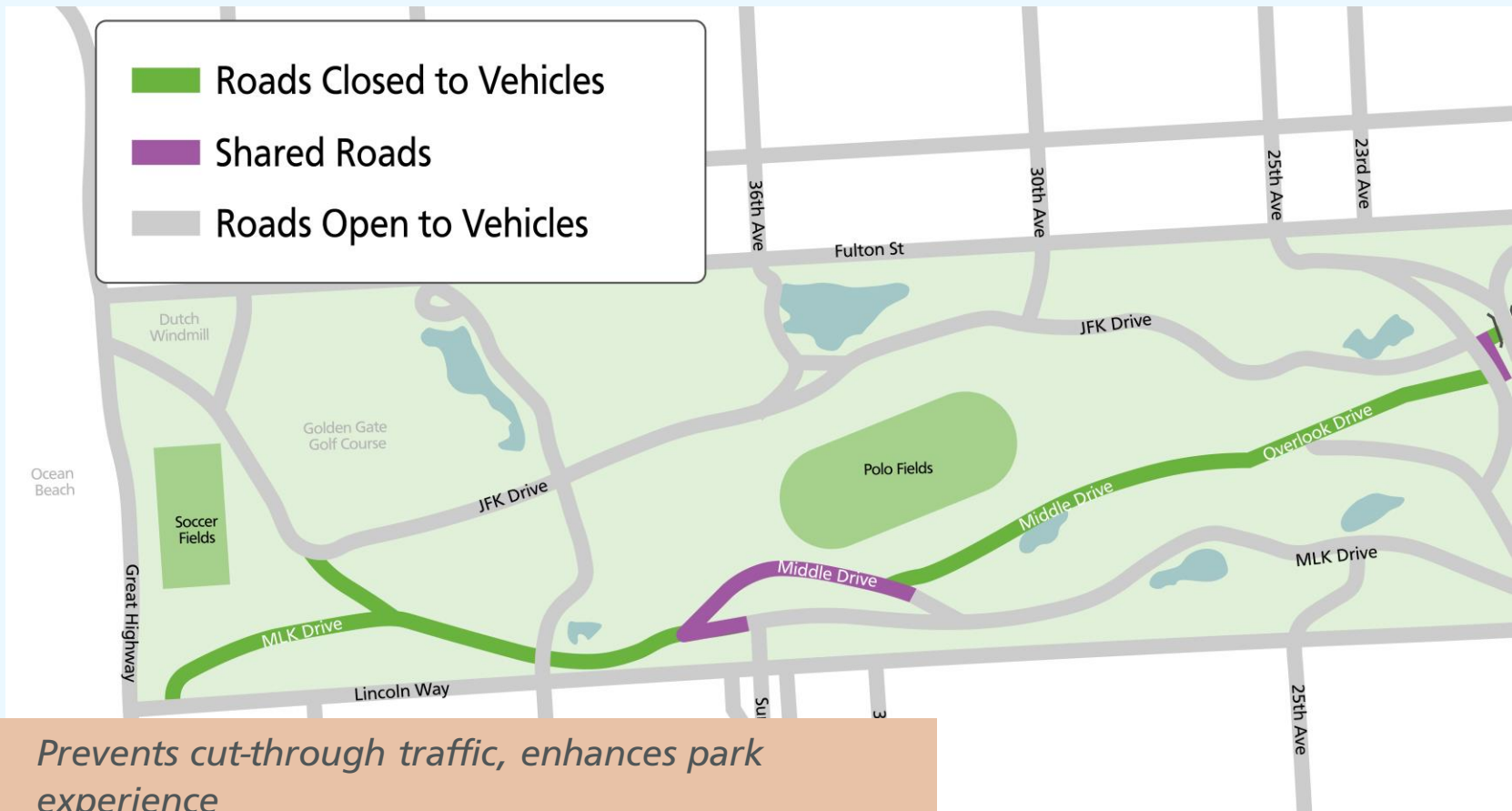


- *Prevents cut-through traffic, enhances park experience*
- *Zero injury collisions since April 2020*
- *More reliable service on the 44 O'Shaughnessy for Bayview & Excelsior*
- *Emergency vehicles can use car-free space*
- ***Additional access solutions needed***

- Roads Closed to Vehicles
- Shared Roads
- Roads Open to Vehicles

Existing Car-Free Route Option

West End

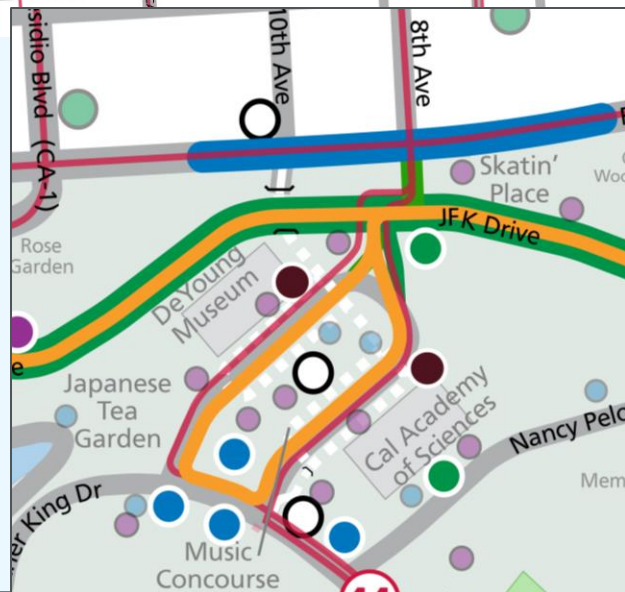
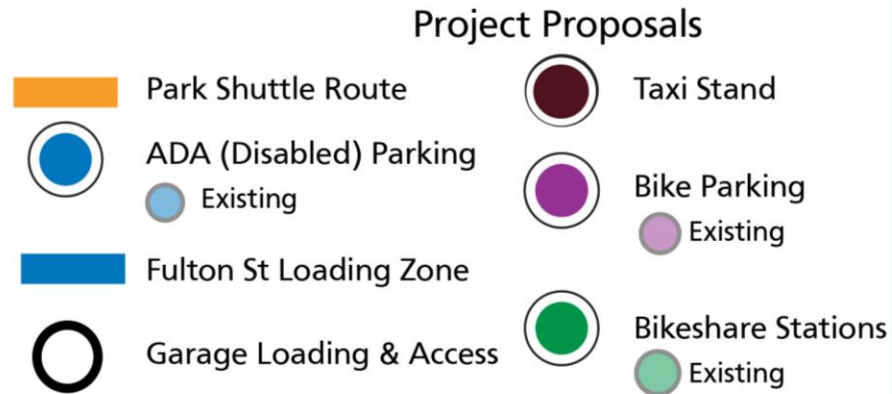
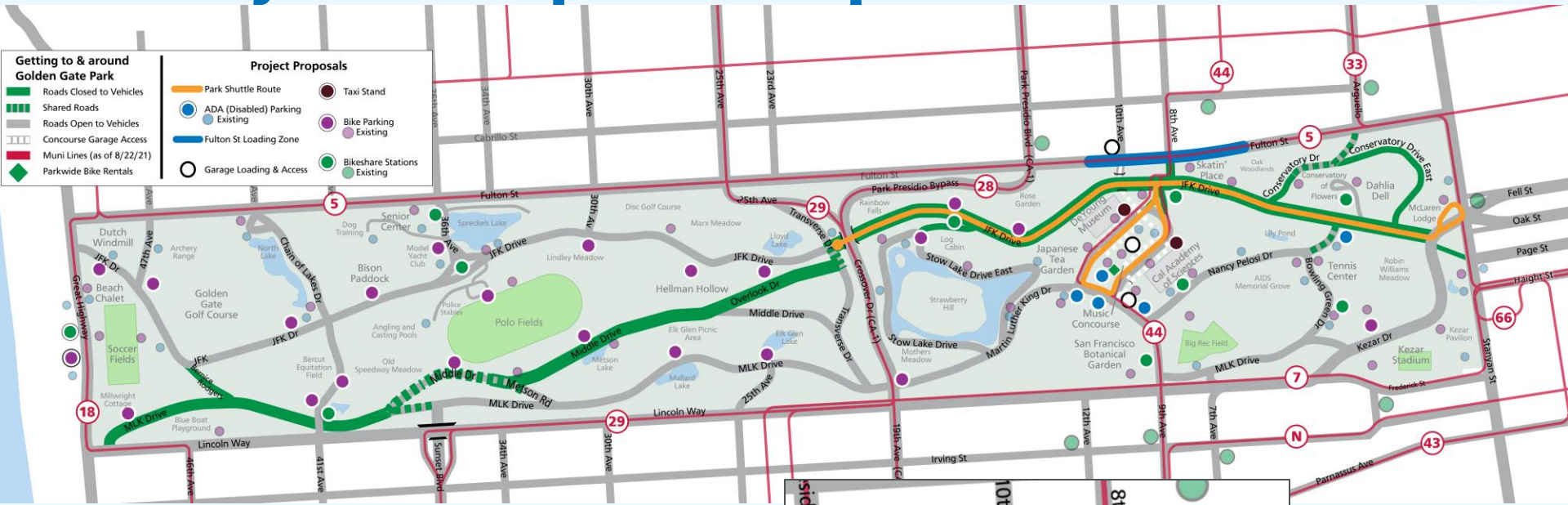


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Project Proposals

- Revamp the **park shuttle** to make it more useful for everyone
- Improve **parking, loading and ADA access** on Fulton Street from 6th Ave to 11th Ave
- Set up a new **taxi stand** inside the park
- **Improve signage** – in and out of the park- to get drivers to the garage (15 minutes free for drop-off/pick-up) and around GGP
- Install additional bike racks for **dockless bike-share and scooter-share**
- Permit **docked bikeshare stations**
- Permit **pedicab service** within the park

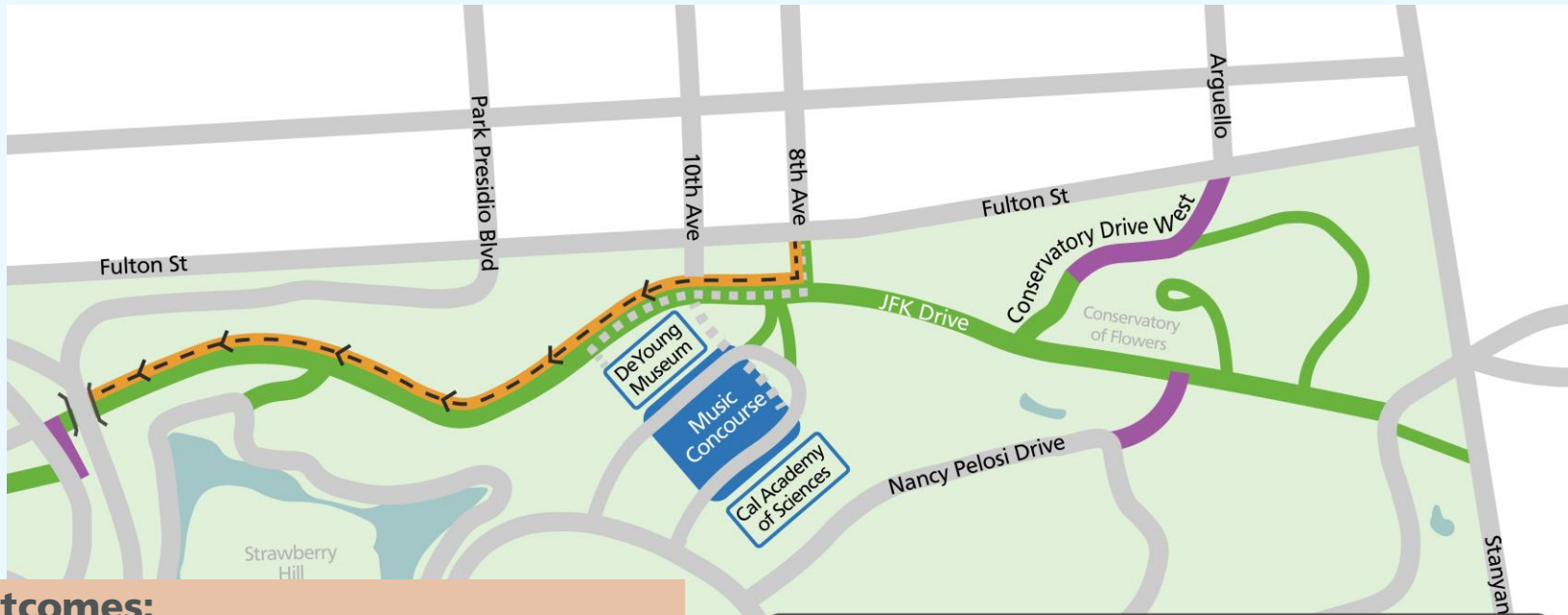
Project Proposal Options



Music Concourse Close-up

Private Vehicle Access Loop Option

8th Ave to Transverse Dr



Proposal Outcomes:

- Returns ~16 ADA parking spaces on JFK
- Retains some of the safe streets benefits
- Creates delays for 5 Fulton and 44 O'Shaughnessy
- Reduces car-free experience west of 8th Ave
- Maintaining a wide car-free promenade, necessary for emergency vehicle access, precludes most parking

- Roads Closed to Vehicles
- Shared Roads
- Westbound Access Loop
- Roads Open to Vehicles

Vehicle access options reviewed & not recommended

- **JFK**, Conservatory Drive West to 8th Ave
- **JFK**, Conservatory Drive West to Transverse
- **JFK**, Music Concourse to 8th Ave
- **JFK**, 8th Avenue to Stow Lake
- **JFK**, 8th Avenue to Kezar
- **Dahlia Dell** from Nancy Pelosi
- **JFK**, Kezar to Conservatory Dr East
- **8th Avenue** Loading Stub
- **Full JFK** Access via 8th Avenue

No Project Option



Proposal Outcomes:

- *All park streets re-opened to vehicle traffic*
- *All parking spaces on JFK available for use*
- *Induces substantial cut-through traffic activity*
- *Impacts to traffic safety and park experience*
- *Substantial delays for the 44 O'Shaughnessy*

Outreach and Stakeholder Engagement

Key Stakeholders

- **Elected & Appointed Decisionmakers** – BoS, Rec Park Commission, SFMTA Board
- **GGP Institutions:** Cal Academy, Conservatory of Flowers, Fine Arts Museums, Dahlia Society, Lindy in the Park, Tennis Centers
- **Safe Streets Advocates:** WalkSF, SFBC, Vision Zero Coalition, KidSafe SF, Livable City, Church of 8 Wheels, Golden Gate Senior Services, Richmond District Family Transportation
- **Senior/ Disability Community:** Senior & Disability Action, The Arc, Access SFUSD, Age and Disability Friendly SF, Independent Living Resource Center, Lighthouse for the Blind and Visually Impaired, Mayor's Disability Council, Mayor's Office on Disability, Multimodal Accessibility Advisory Committee, Paratransit Coordinating Council

Key Stakeholders

- **Equity Priority Communities** - Chinatown TRIP, BVHP Parks Alliance, D10 Community Council, Excelsior Action Group, BMAGIC, MoMAGIC, Office of Racial Equity
- **Golden Gate Park Neighborhood Stakeholders** - HANC, 45th Ave Neighborhood Coalition, Cole Valley Improvement Association, Planning Association for the Richmond, Inner Sunset Merchants Association, Inner Sunset Park Neighbors
- **Citywide Organizations** – SF Parks Alliance, SF Travel, Youth Commission, Park & Rec Open Space Advisory Committee, Youth Transportation Advisory Board
- Beyond!

Outreach Approach

Access focus:

- Events with disability organizations
- Adaptive bikeshare events
- Park walk audits

Equity focus:

- Phone/text surveys
- Events with Equity Priority community organizations

In-park focus:

- Park tours
- Pop-up tabling
- Intercept surveys

Online:

- Storymap & online survey
- Webpage
- Online office hours



Thank you.

Feedback and contact us:

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<https://www.sfmta.com/accessGGP>

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Traffic Analysis

Traffic Study & Congestion



- Fehr & Peers study comparing Fall 2019 (pre-COVID) to Winter 2021 (during COVID)
- Pre-COVID, JFK had ~13,000 daily vehicle trips; 10,000 cut-throughs evenly split between north/south and east/west trips
- Surrounding network has existing and future capacity for daily trips
- SFMTA projects in progress include Fulton Street Safety

Project Map

Current Park Access on Transit

Mid-Day Trip
on Transit to the
Music Concourse



30 Min



45 Min



60 Min

