



GOLDEN GATE PARK

ACCESS & SAFETY PROGRAM

March 2022



SFMTA



SAN FRANCISCO
RECREATION
& PARKS

Project and policy solutions to improve safety, accessibility, mobility and equity in Golden Gate Park



Timeline

Stakeholder
Working Group
+ Action
Framework

WINTER 2021

Convened by SFCTA, a working group of residents, businesses, and public and community groups identified ways to improve travel to, from, and within Golden Gate Park

SFMTA-RPD
Collaboration

SUMMER 2021

Developed program proposals and materials for broader stakeholder engagement, based on Working Group findings and years of feedback received by the agencies

Public Outreach

FALL/WINTER 2021-22

Engage park stakeholders with special emphasis on:

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

SFCTA GGP Equity Study
(March 2022)

Finalize and
Approve

SPRING 2022

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

- City policies
- Public outreach
- Technical analysis

Board of Supervisors Action
(Anticipated April 2022)

Program Questions



Should Rec Park continue to restrict some streets in Golden Gate Park to private vehicles?



If so, what policy initiatives are needed to ensure that there is equitable access, accessible features and mobility choices within Golden Gate Park?

Program Area



**1,017 acres—
larger than
Central Park**



**31 million
visitors
per year**



**3rd most
visited park
in the nation**

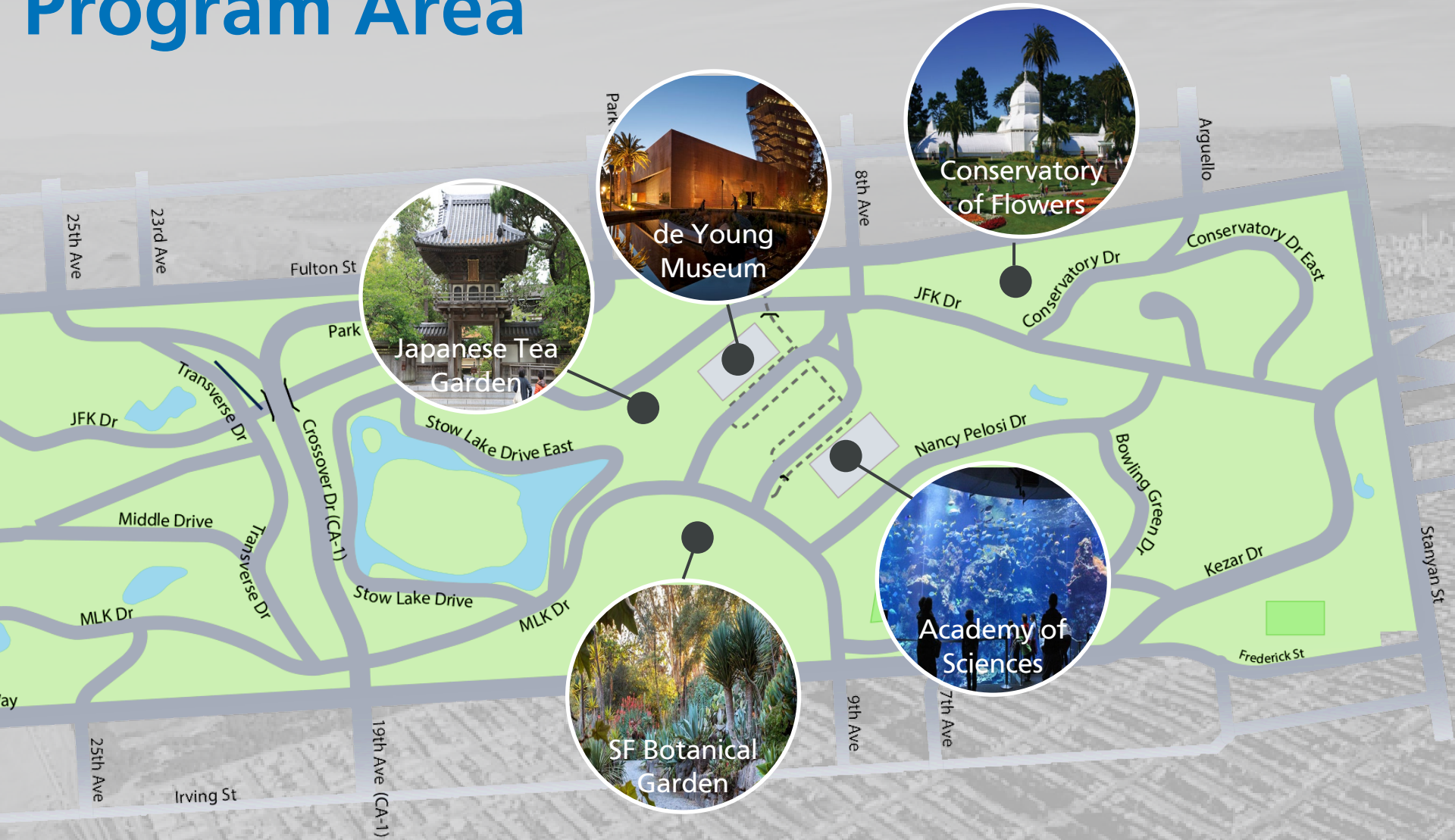


**15 miles of
roadway in
the park**



**~6,000
parking
spaces**

Program Area



The east end of the park offers a wide array of activities and attractions

Program Approach



CITY POLICIES



**PUBLIC
ENGAGEMENT
& FEEDBACK**



**TECHNICAL
ANALYSIS**

City Policies



Adopted City Policies and Plans

- Transit First Policy
- Vision Zero Strategy
- Climate Action Plan
- San Francisco General Plan

Board of Supervisor Resolutions

- 2005 Music Concourse Circulation Plan
- 2019 Child Friendly Cities
- 2021 Beach to Bay Car-Free Connection

Department Plans

- RPD Strategic Plan
- SFMTA Strategic Plan
- Golden Gate Park Master Plan

Outreach

10,000+ PEOPLE ENGAGED

OUTREACH METHODS

- Site walks & in-park pop-ups
- Design meeting to improve the Park shuttle for people with disabilities and seniors
- Low-vision/blind community workshop
- Panel presentations & community meetings, tabling events across the city, site tours
- Online and paper survey

OUTREACH STATS

- Four site walks with 50+ participants
- 25 participants at focused shuttle design meeting
- 25+ staff presentations at community meetings
- 15 table days at local street events
- >9,000 surveys completed



Outreach

10,000+ PEOPLE ENGAGED

OUTREACH PRIORITIZED

- Older adults & people with disabilities
- Equity priority communities, especially Bayview/ Hunters Point and the southeast
- Monolingual communities
- Park visitors & families
- Park neighbors and neighboring merchant groups

OUTREACH STATS

- 1,300 older adults (65+) and 944 people with disabilities completed surveys
- 12 Bayview/ Hunters Point community groups
- Multiple events, surveys and presentations done in-language (Cantonese)
- 20 Richmond, Sunset and Haight community events and presentations



What We've Heard

70%
of SF residents support car-free streets in GGP

Car-free streets are **family-friendly** and draw people to the park

Increases park **access** for some people with disabilities

Car-free streets are **calm community spaces**

Makes walking and biking **more desirable ways** to get around

Support for this project is **citywide**



“COVID disrupted San Francisco’s status quo. Growing older and disabled disrupted mine. So, I let go of what I was used to and reclaimed my freedom and my city. A mile-and-a-half of car-free road in Golden Gate Park helped me do both.”

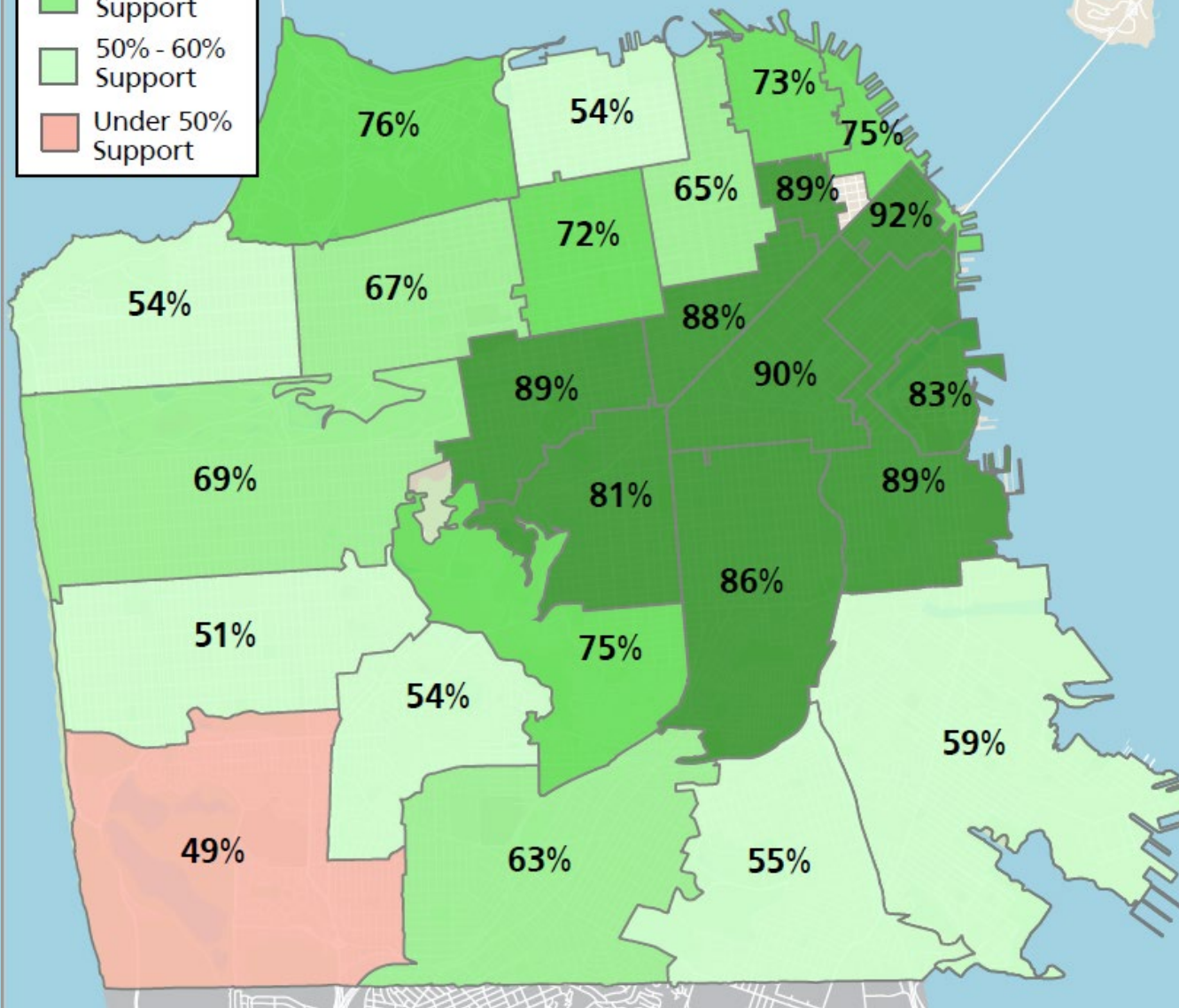
Carol Brownson
Richmond Review
January 11, 2022



Support for Car-Free JFK by Zip Code

7,873 votes from SF Zip Codes

- Over 80% Support
- 70% - 80% Support
- 60% - 70% Support
- 50% - 60% Support
- Under 50% Support



What We've Heard

Equity

- Make Golden Gate Park feel more welcoming to Black and brown communities with direct programming and event days
- Golden Gate Park and car-free streets can be a respite for youth and other at-risk community members who experience violence and crime in their communities
- Transit service to the Park isn't viable for everyone.
- Community members in Bayview/ Hunters Point, Excelsior, Chinatown and other eastern neighborhoods are less interested in issues around Golden Gate Park and more interested in parks and programs in their neighborhoods



What We've Heard

Accessibility

- Some people with disabilities have shared that the loss of JFK Drive has restricted access to park institutions and made them less likely to visit the park
- Some mobility device users enjoy using the car-free streets that give them more space to get around and without the stress of car traffic
- There isn't enough blue zone parking and it can be too far from places people want to go.
- JFK Drive is a safe and open place that neurodiverse kids and adults use for recreation.
- Few people know that a shuttle in the Park is available to people with disabilities and others; those who were aware described the shuttle as not useful.
- There should be improved wayfinding and path of travel for people with disabilities, park-wide



What We've Heard

Mobility

- Some people requested that private vehicles be restricted on all GGP roadways, like in New York's Central Park.
- Neighbors feel like the removal of JFK Drive from the street network has added to traffic congestion.
- Many people who drive to the park find the parking situation challenging and confusing.
- Car-free and car-light streets like JFK Drive have enabled some people to be less reliant on their cars and motivated people to try sustainable options
- Some people would like park-enhancing experiences and interpretive elements as part of mobility solutions within the park.
- On car-free streets, some users felt that cyclists and other faster users on the promenade make other slower moving users feel uncomfortable and less safe.



What We've Heard

Process

- Some people who disagree with the overall closure of JFK Drive to vehicular traffic also believed that the public process is rushed and not sufficient.
- Some people feel it has taken too long to deliver on commitments made in the Golden Gate Park Master Plan, 25 years ago, and the program has had an extended timeline of public process, including working groups, months of direct outreach and months of legislative process.



Data & Analysis

SAFETY

Reduced rate of reported injury collisions on project-area streets during temporary street closures

EQUITY

No change in visitor rates from equity zones and supervisorial districts comparing 2019 and 2021

ACCESSIBILITY

New blue zone locations are closer than ever to the Cal Academy, Japanese Tea Garden and the Botanical Garden

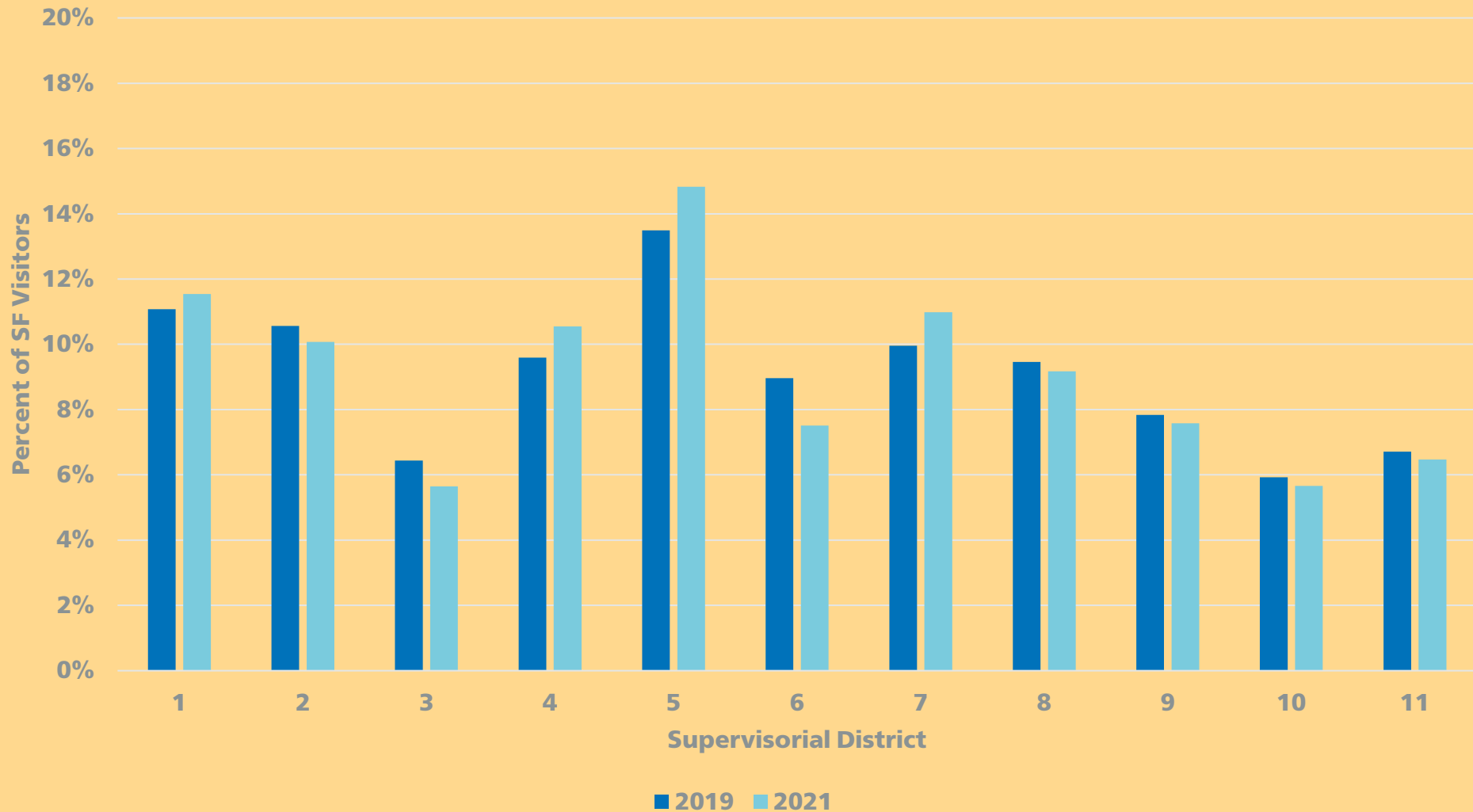
MOBILITY

No vehicle travel time impacts to neighborhood trips especially, between the Richmond and Sunset neighborhoods

Visit Rates by Supervisor District



No change in rates of visit by supervisorial district to JFK Drive post-pandemic



Survey demographic results

All self-reported race and ethnic groups supported a car-free JFK

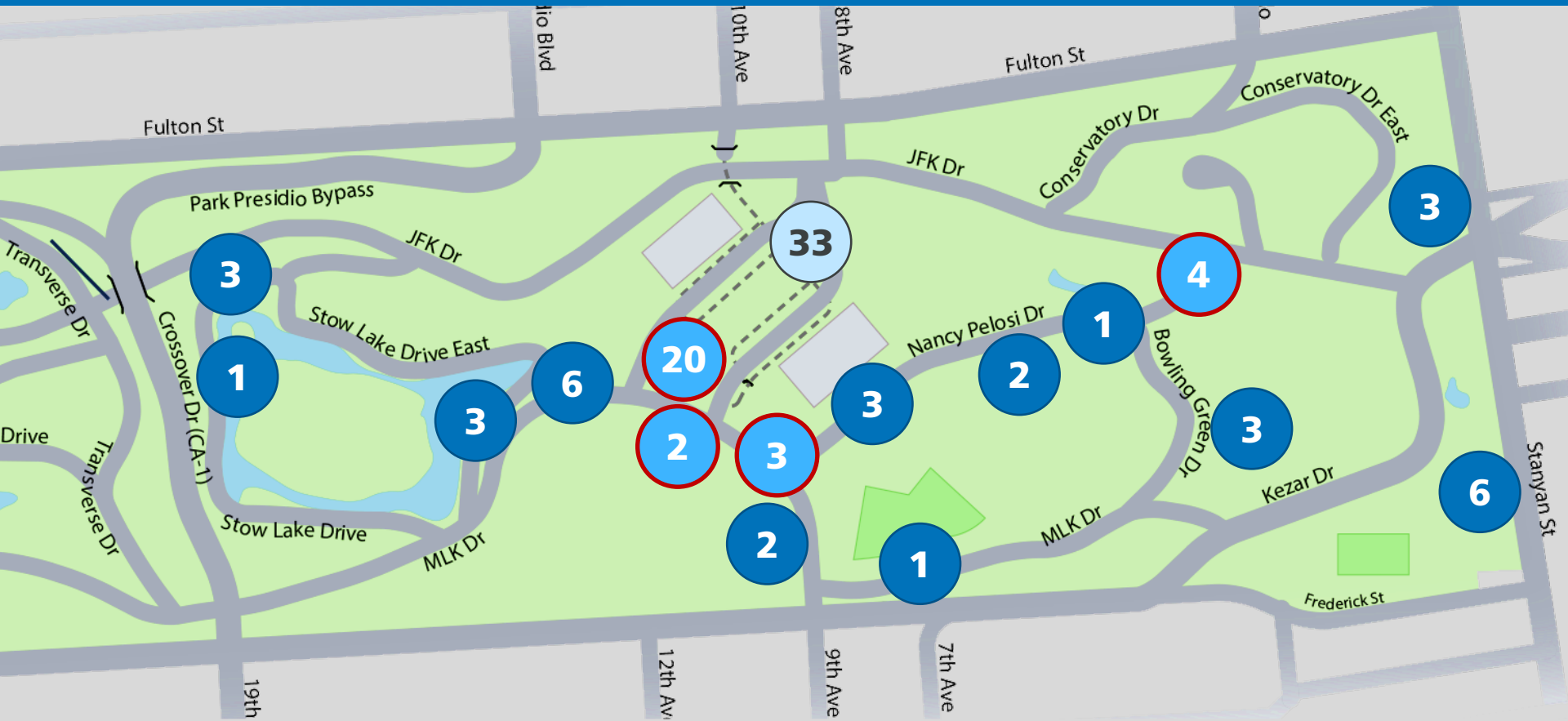


Question: Desirability for car-free JFK

	Very Desirable	Desirable	Undesirable	Very Undesirable
Asian and/or Pacific Islander	62.10%	10.80%	7.40%	19.70%
Black and/or African American	48.80%	9.10%	5.00%	37.20%
Hispanic and/or Latinx	68.90%	7.00%	5.10%	19.00%
Middle Eastern and/or North African	65.80%	10.30%	2.60%	21.40%
Native American	49.40%	7.90%	5.60%	37.10%
White	72.00%	7.20%	4.10%	16.70%
Another Race	53.70%	6.10%	5.50%	34.80%

Blue Zones in eastern GGP

Net increase in total blue zone spaces in Golden Gate Park; new blue zones are closer to key institutions and new drop-off and pick-up zones at the Music Concourse



X Number of existing blue zone spaces

X New blue zone spaces

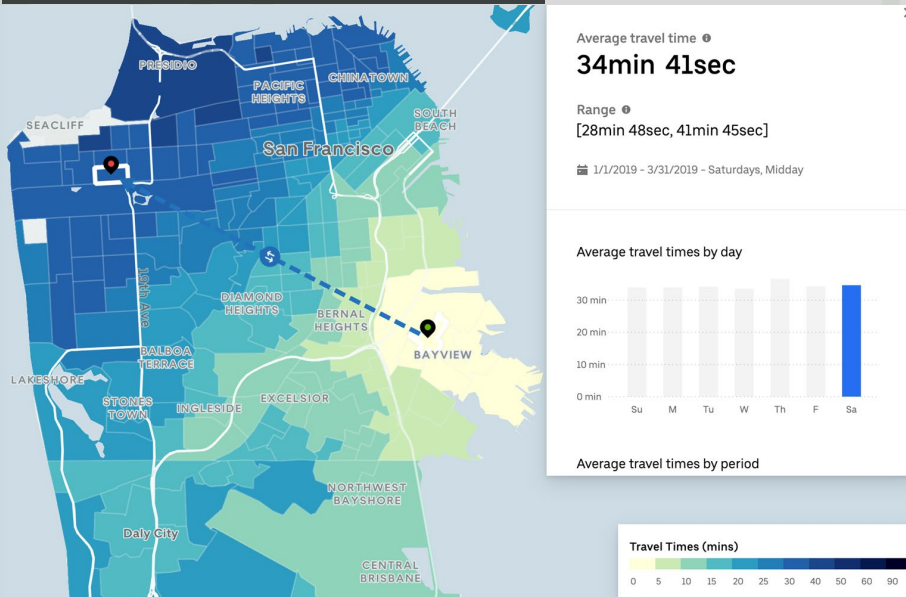
X Blue zones in garage

Vehicle Travel Time Analysis

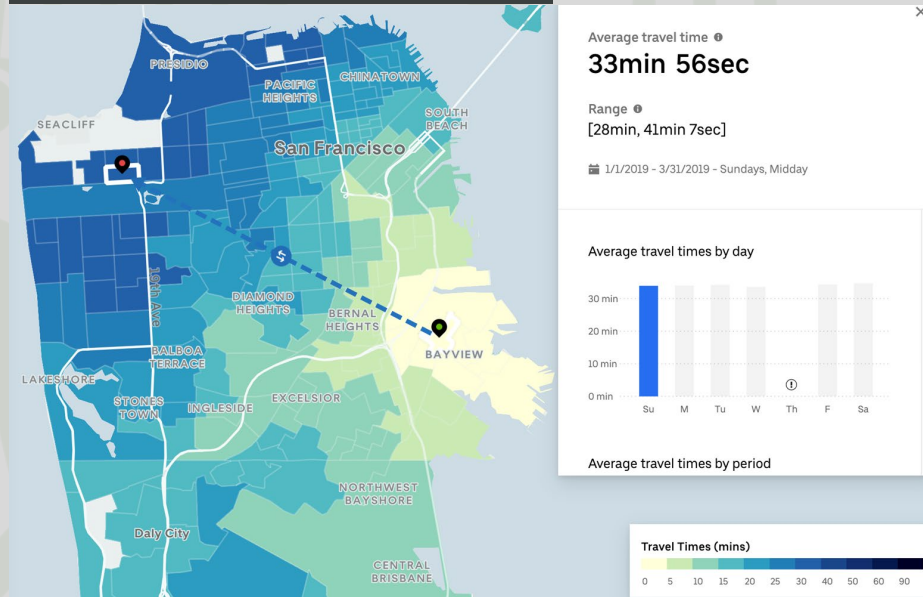
Removing JFK as a link in the transportation network had no impact on vehicle travel time pre-pandemic.

Example: Richmond District to Bayview

Saturdays Winter 2019, 10am-4pm



Sundays Winter 2019, 10am-4pm



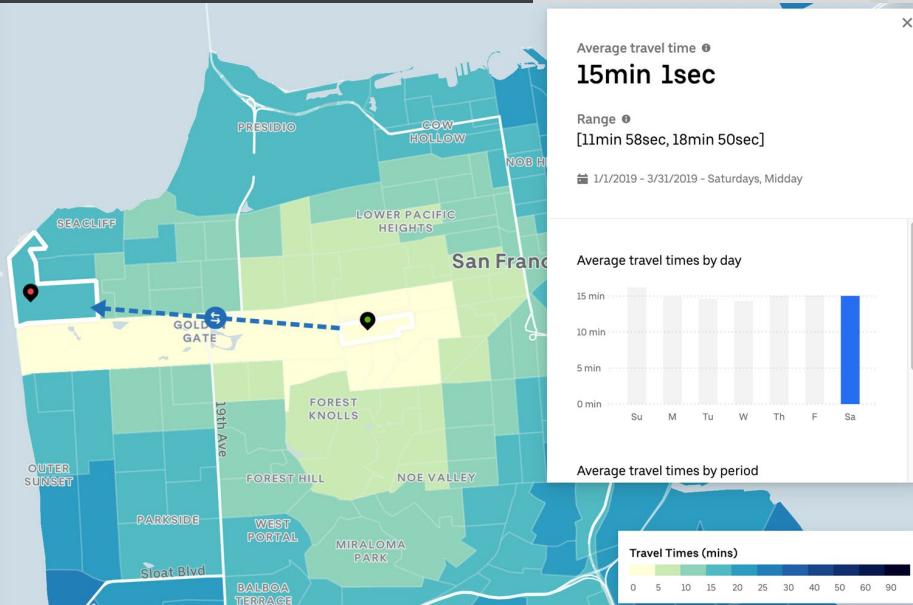
Travel times were **45 seconds shorter** on Sundays than on Saturdays.

Vehicle Travel Time Analysis

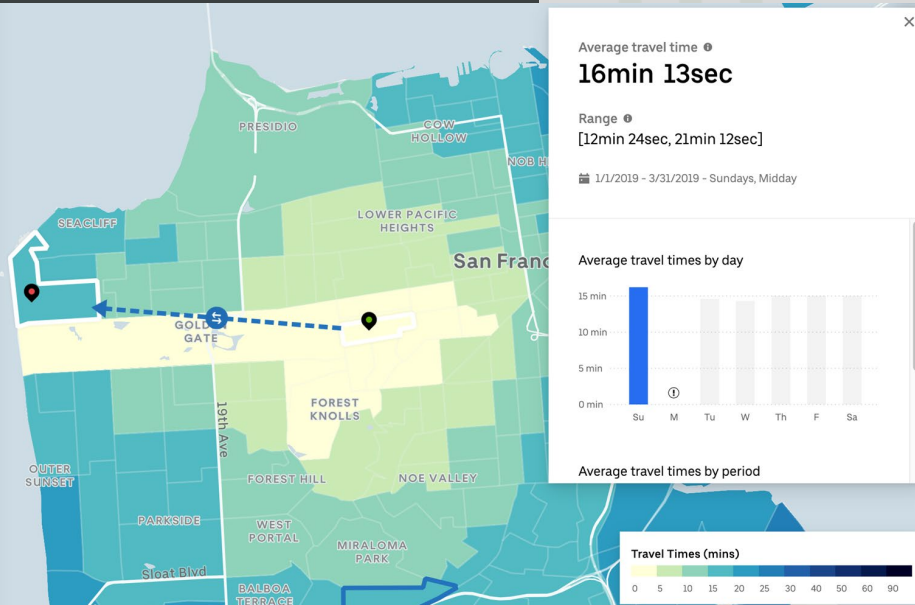
Removing JFK as a link in the transportation network had no impact on vehicle travel time pre-pandemic.

Example: Panhandle to the Outer Richmond

Saturdays Winter 2019, 10am-4pm



Sundays Winter 2019, 10am-4pm



Travel times were **72 seconds longer** on Sundays than on Saturdays.

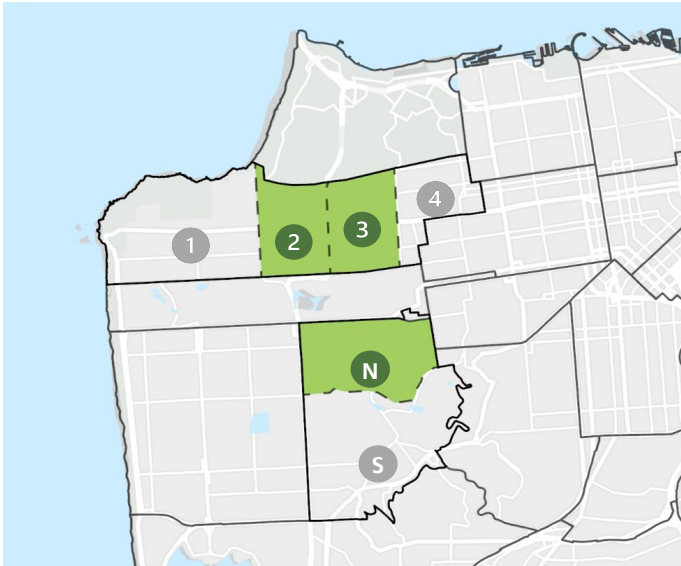
Vehicle Travel Time Analysis



Removing JFK as a link in the transportation network has no impact on vehicle travel time post-pandemic.

Median Travel Time Changes Fall 2019 to Fall 2021

Richmond – Inner Sunset



DESTINATIONS

ORIGINS

	RICHMOND Subarea 2	RICHMOND Subarea 3	N. Inner Sunset
RICHMOND Subarea 2			- 4.5 MINUTES
RICHMOND Subarea 3	<i>Not cross-park trips</i>		
N. Inner Sunset	- 3 MINUTES	+1.5 MINUTES	

Roads in Golden Gate Park

80% of roads in Golden Gate Park remain open; 5,000 parking spaces available

Golden Gate Park Vehicle Circulation & Parking Lots



Parking in Golden Gate Park

83% of parking in Golden Gate Park remains available; >2,500 parking spaces east of Transverse Drive

Free parking (1460) Pay parking (1124) Loading zone Proposed parking removal (478)



Muni Connections to Golden Gate Park

The majority of San Franciscans live within a 15-minute walk to a direct Muni ride 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.



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Data © OpenStreetMap Contributors
Color symbols ColorBrewer2.org by Cynthia Brewer

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

Program Proposal

SAFETY

Keep Bay to Beach streets car-free in Golden Gate Park

EQUITY

Connect equity priority communities to Golden Gate Park

ACCESSIBILITY

Improve access for people with disabilities and older adults

MOBILITY

Ensure great choices for everyone



Program Proposal

SAFETY



3 miles of car-free streets from Lincoln to Kezar in Golden Gate Park

- Retains 83% of parking spaces in Golden Gate Park
- Retains 80% of roadways for driving
- Access allowed for emergency vehicles, Muni, paratransit, de Young deliveries, and park vehicles

Program Proposal

EQUITY

- Expanded programming in GGP for equity priority communities
- Expansion of Junior Guides/Community Shuttle initiative
- SFMTA 29 Sunset Improvement Project starting Spring 2022
- Restore 21 Hayes service to Stanyan Street in Summer 2022
- Music Concourse garage flexible pricing to reduce parking prices and Museums for All extension to parking
- Improve transportation options and choices for outer neighborhoods



Program Proposal Spotlight

EQUITY

- Welcome residents from equity priority communities to park by partnering with local serving community organizations to:
- Provides free transportation to and from park
- Includes guided tours, free admission to museums and attractions
- Continued free admission for return visit to GGP institutions



Program Proposal

ACCESSIBILITY

- Immediate fixes to park shuttle operations and routing, including more service, every day
- Focusing on shuttle information (at stops and digitally) as well as shuttle stop improvements such as benches, clear signage, improved path of travel
- Improved ADA parking and loading at the new Bandshell lot, under construction
- Communicating the free 15-minute drop-off and loading in the Music Concourse garage, and removed vehicle restrictions for pick up and drop-off right in front of de Young and Cal Academy
- Continued to allow Paratransit to run on all streets with private vehicle restrictions



Program Proposal Spotlight

ACCESSIBILITY

- Re-purposed multi-use pavement space behind the Music Concourse Bandshell for major capital improvement - 20 new ADA compliant blue zone spaces
- Construction include surface re-grading, curb ramps and path of travel upgrades
- Closer average distance from parking lot to entry gate/ door for key institutions



Program Proposal

MOBILITY

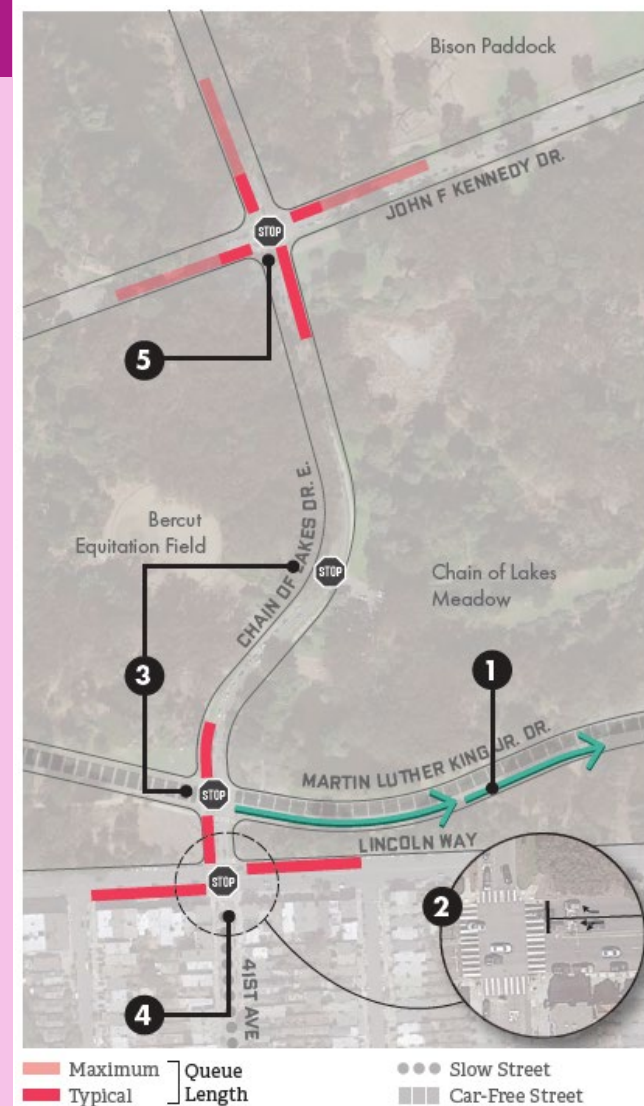
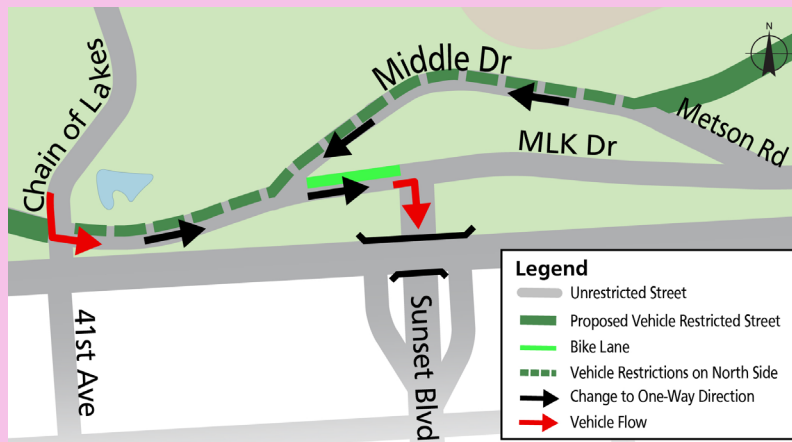
- Transportation engineering improvements to separate faster moving bikes from slower, shared street spaces
- Retain driving access from the Richmond, and to Sunset Boulevard and Polo Field parking
- Remove restrictions on vehicle access to the Music Concourse to allow everyone easy drop-off and pick-up
- Improve driving directions with map providers and install better navigation signage
- Develop programs that support new and fun ways to get around, like bikeshare stations, pedicabs or adaptive bikeshare systems
- Improve awareness of transportation options for people who work in or visit the park



Program Proposal Spotlight

MOBILITY

- Restore direct southbound traffic access to Sunset Blvd to reduce traffic congestion on Chain of Lakes
- Create separated promenade space on Middle Drive and create legible circulation to Polo Fields parking lot



Program Proposal Spotlight

MOBILITY

- Direct access from 10th Avenue and the garage for access to the Bandshell Lot and other parking spaces in Golden Gate Park
- Direct access to the Music Concourse loading zones from 9th Avenue at MLK or 10th Avenue at Fulton
- 800 available spaces can be better managed for pricing, information and availability





Thank you