

Golden Gate Park

Traffic Safety Project

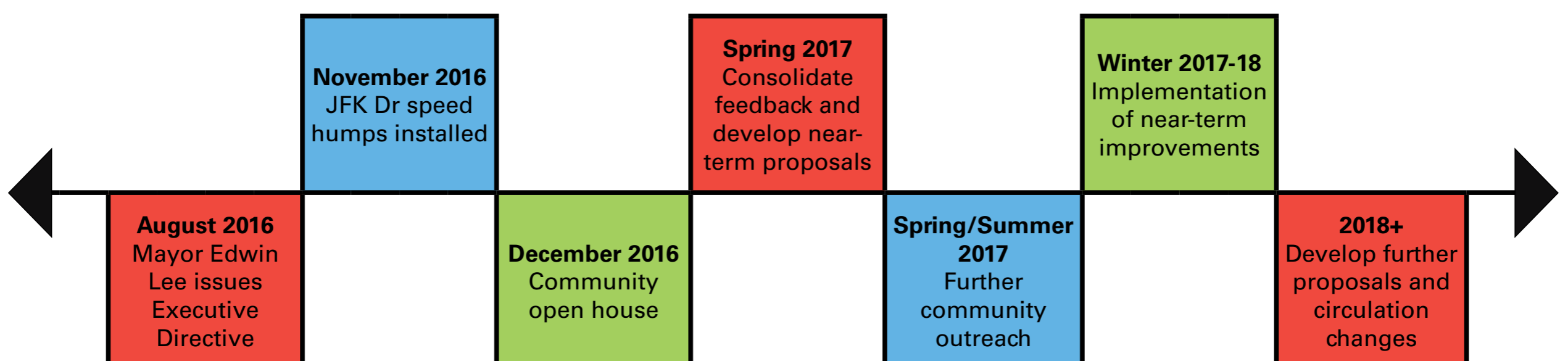
On June 22nd, 2016, two women died while bicycling in San Francisco. One of whom, Heather Miller, was killed on JFK Drive near 30th Avenue in Golden Gate Park. As a result, Mayor Edwin Lee issued an Executive Directive regarding pedestrian and bicycle safety. The parts of the Directive that are specific to Golden Gate Park instruct:

- SF Recreation and Parks and SFMTA to deliver near-term safety improvements to reduce speeds and vehicular thru-traffic on JFK Drive within the following 6 months
- SF Recreation and Parks and SFMTA to initiate a study of expanded traffic calming and restrictions in Golden Gate Park within 3 months



The **Golden Gate Park Traffic Safety Project** has three goals:

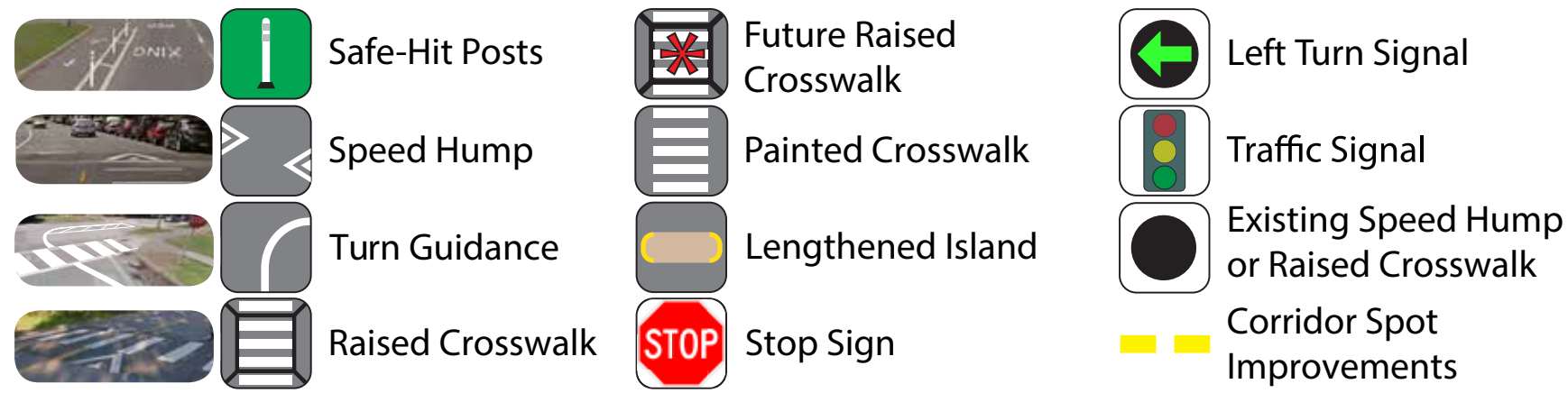
1. Ensure that it is safe, convenient, and enjoyable to travel to and through the park using non-motorized forms of transportation, whether for getting around or recreation
2. Address existing collision and speeding patterns
3. Reduce motor vehicle traffic on park roads while maintaining access to park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



PLANNED SPOT IMPROVEMENTS FOR 2017

Spot improvements are location-specific safety projects that address some of the concerns we heard from the public at the December 2016 Open House and from our online survey.

The map below shows the locations of spot safety improvements that can be implemented in 2017. Some locations and details may change as we refine our designs.



* Future raised crosswalks will be constructed as speed humps in 2017, and later marked as raised crosswalks after curb ramps have been built.

What do you think of these spot improvements?

Provide your feedback through our [online survey](#).

POTENTIAL SPOT IMPROVEMENTS

Other potential spot safety improvements have been identified, but being larger projects, they require additional funding and detailed design.

- **Bulb-outs** at certain intersections, with opportunities for landscaping and green space
- **New crosswalks** (some to be raised) at trail crossings that require new accessible curb ramps
- **New traffic signal or flashing beacon** on Crossover Dr at the multi-use path just east of Transverse Dr



30TH AVENUE ONE-WAY PILOT

- We are exploring **how to address a collision pattern** of people driving turning left from eastbound JFK Drive onto 30th Ave colliding with bike riders and other drivers traveling westbound on JFK Drive.

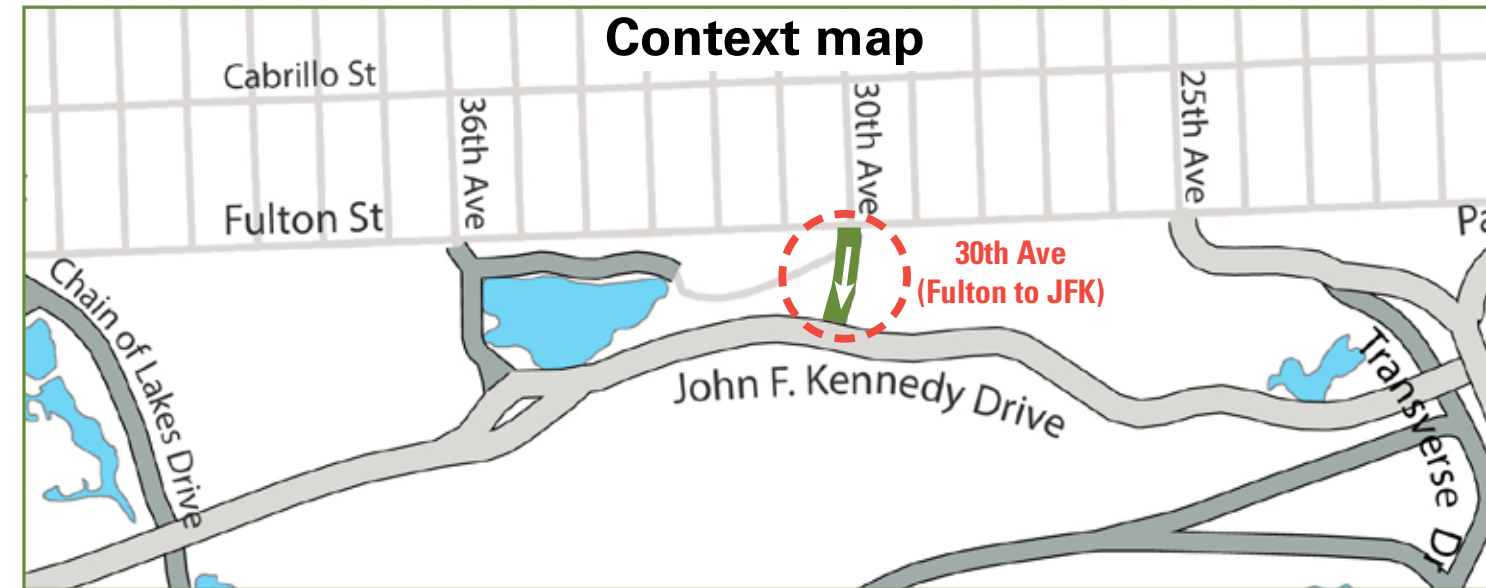
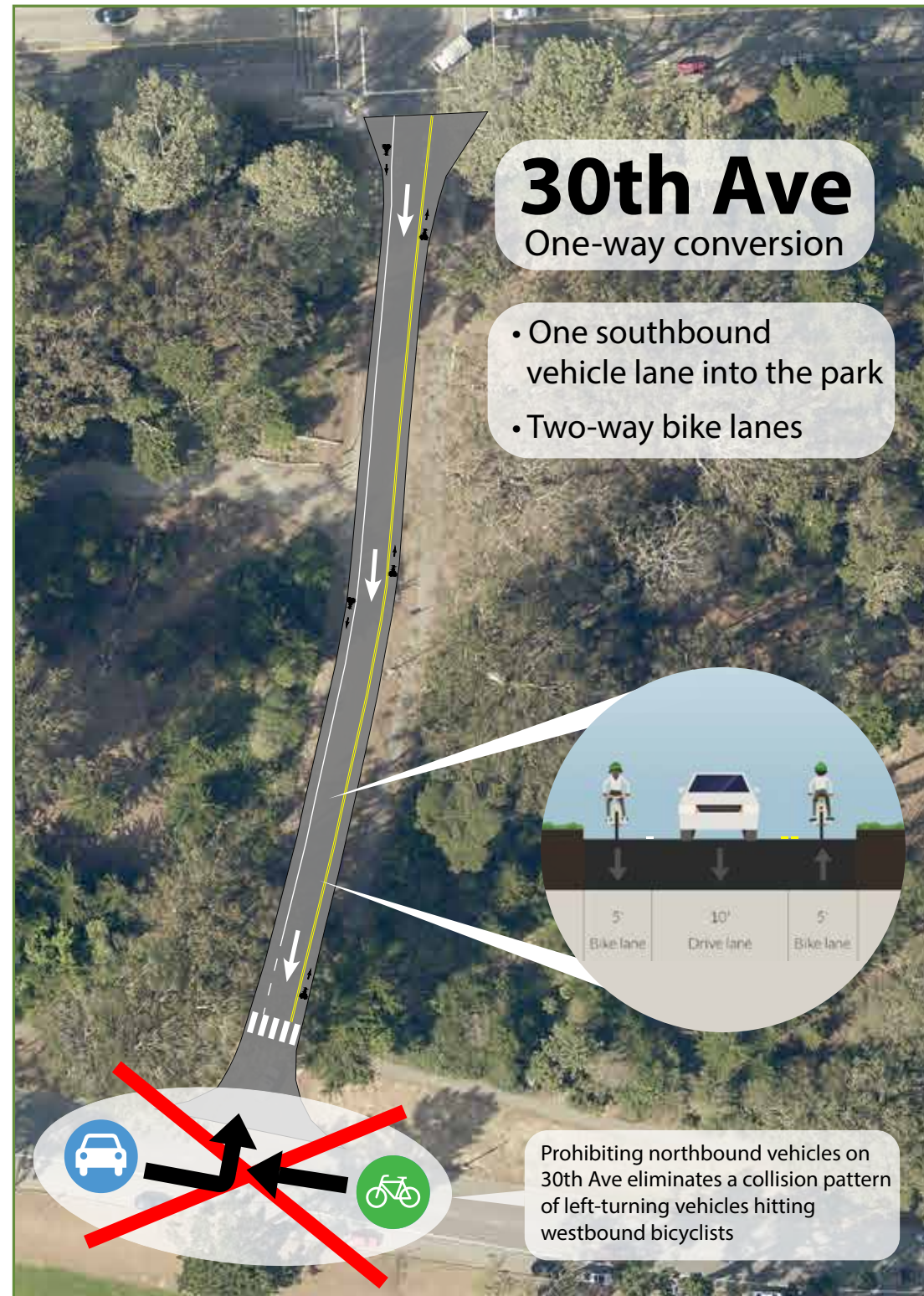
- **Turning 30th Avenue into a one-way street** (southbound, from Fulton St to JFK Dr) would eliminate this conflict.

- This change would also **provide room for bike lanes on 30th Avenue in both directions** (one a “contra-flow” lane), providing improved north/south bicycle connectivity.

- The nearby 36th Ave and Transverse Dr / 25th Ave routes into and out of the park would not be altered.

- This concept is included in the **1998 Golden Gate Park Master Plan** and would test a light modification to the park’s traffic circulation prior to discussions with the community of possible further opportunities.

- This change could be **installed in early 2018** as a pilot with a project evaluation after one year.



What are your thoughts on the 30th Ave one-way pilot?

Provide your feedback through our [online survey](#).

POSSIBLE FUTURE OPPORTUNITIES

Park roads should primarily serve to provide access to park destinations and allow for recreational activities, not for quickly getting across town.

How could we make changes to reduce the appeal of Golden Gate Park’s roads for crosstown traffic, while still maintaining connectivity between the Sunset and Richmond Districts and access to park destinations.

- Adding turn restrictions, making some streets one-way, or other changes could provide drivers with less direct routes to certain destinations.

- + Yet, park roads could be calmer and used less as cut-through routes.

- + With the space gained on the street, we could improve access and safety for people walking and bicycling, as well as provide more recreational space.

- ? What might the impacts be to surrounding streets?



If we were to pursue additional circulation changes in the park, what might concern/excite you?

Provide your feedback through our [online survey](#).

Healthy Saturdays

Expanding car-free space on Saturdays on JFK Dr

Currently JFK is car-free on **Sundays** year-round, from Kezar to Transverse.

Car-free JFK **Saturdays** (Music Concourse - Transverse), currently running spring to fall, could become year-round.



Cars in the Park

We’ve heard calls to make Golden Gate Park entirely car-free, but having no cars in the park does not align with our project goals.

- We want to maximize the number of people who can enjoy the City’s “central park”
- As a regional destination, many people travel to Golden Gate Park by car
- Sports events, large gatherings, and other activities often necessitate carrying large items to