



GOLDEN GATE PARK

ACCESS & SAFETY PROGRAM

April 2022



SFMTA



**SAN FRANCISCO
RECREATION
& PARKS**

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



Program Questions



Should Recreation and Parks 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?

Timeline

**Stakeholder
Working Group
+ Action
Framework**

WINTER 2021

Convened by District 1 and the SFCTA, a working group of residents, businesses, and public and community groups identified ways to improve travel to, from, and within Golden Gate Park

**Program
Development**

SUMMER 2021

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

Public Outreach

FALL/WINTER 2021-22

Deep engagement with the public and park stakeholders with special emphasis on:

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

**Ordinance
Hearing**

APRIL 2022

Proposal for a recommended program based on:

- City policies
- Public outreach
- Technical analysis

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



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

SFCTA GGP Working Group

Findings – Needs



San Francisco
County Transportation
Authority

- Access for key groups, including youth, seniors, people with disabilities, communities of color, and park volunteers
- Clear wayfinding signage for pedestrians, bicycles, and vehicles
- Improved signage for the park shuttle
- Safe access from adjacent neighborhoods
- Safe and efficient transit
- Improved parking management
- Enable regional tourism
- Provide clear communications
- Clarify decision making process

Alternative Roadway Alignments

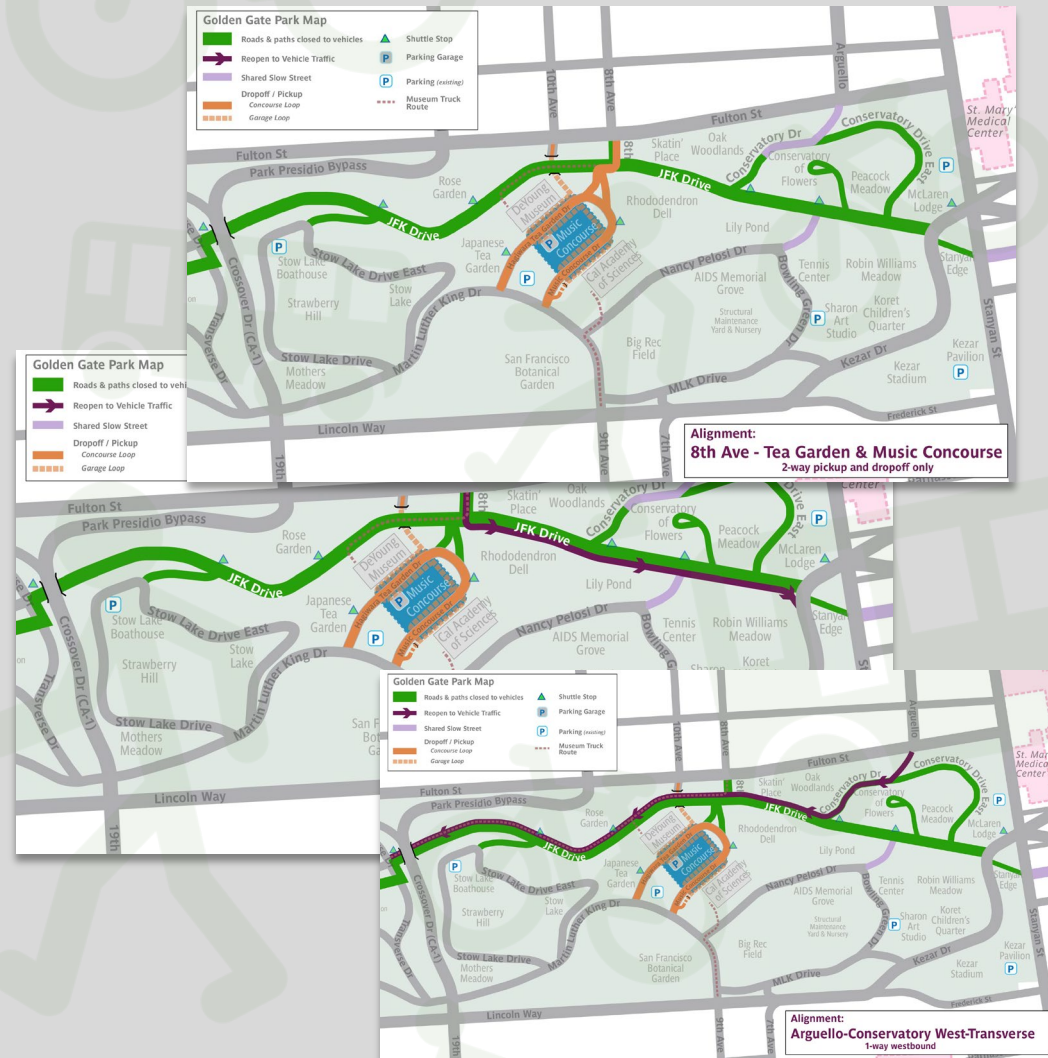
Many engineering and temporal alignment restrictions were assessed

Staff considered 12+ alignment options for post-Covid implementation

- Street design restrictions
- Temporal restrictions

Criteria

- Enhance the park experience for all users
- Enhance traffic safety for all park users
- Ensure access for all park users
- Support Park Institutions
- Ensure functional and legible use of park streets



Alternative Roadway Alignments

Three proposed alignments: Car-free JFK, private vehicle access, and no project

One-way vehicle access:

- + Limits cut-through traffic in GGP
- + Potential restoration of 12-16 blue zone spaces (could include limited loading zones)
- Restores vehicles to 1 mile of roadway
- Issues for multimodal safety at 8th and JFK intersection with pedestrian/bike/Muni/auto volumes in complex arrangement
- Doesn't improve auto access to any key destination
- Potential delays to Muni 44 O'Shaughnessy and 5 Fulton lines



Additional Mobility Proposals

Mobility proposals to complement engineering alignments



Revamp the **park shuttle** to make it more useful for everyone



Install additional bike racks for **dockless bikeshare** and **scootershare**



Improve **parking, loading** and **ADA access** on Fulton St. from 6th Ave. to 11th Ave.



Permit **docked bikeshare stations**



Set up a new **taxi stand** inside the park



Permit **pedicab service** within 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

Outreach

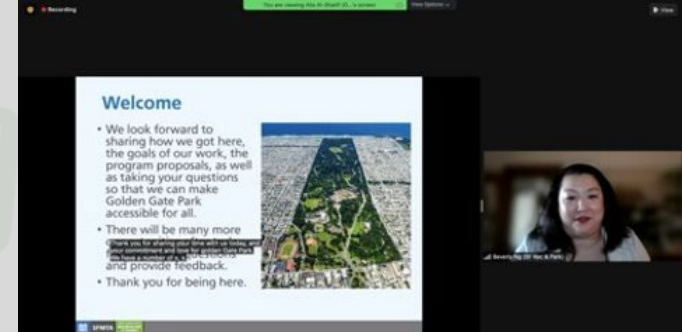
10,000+ PEOPLE ENGAGED

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**

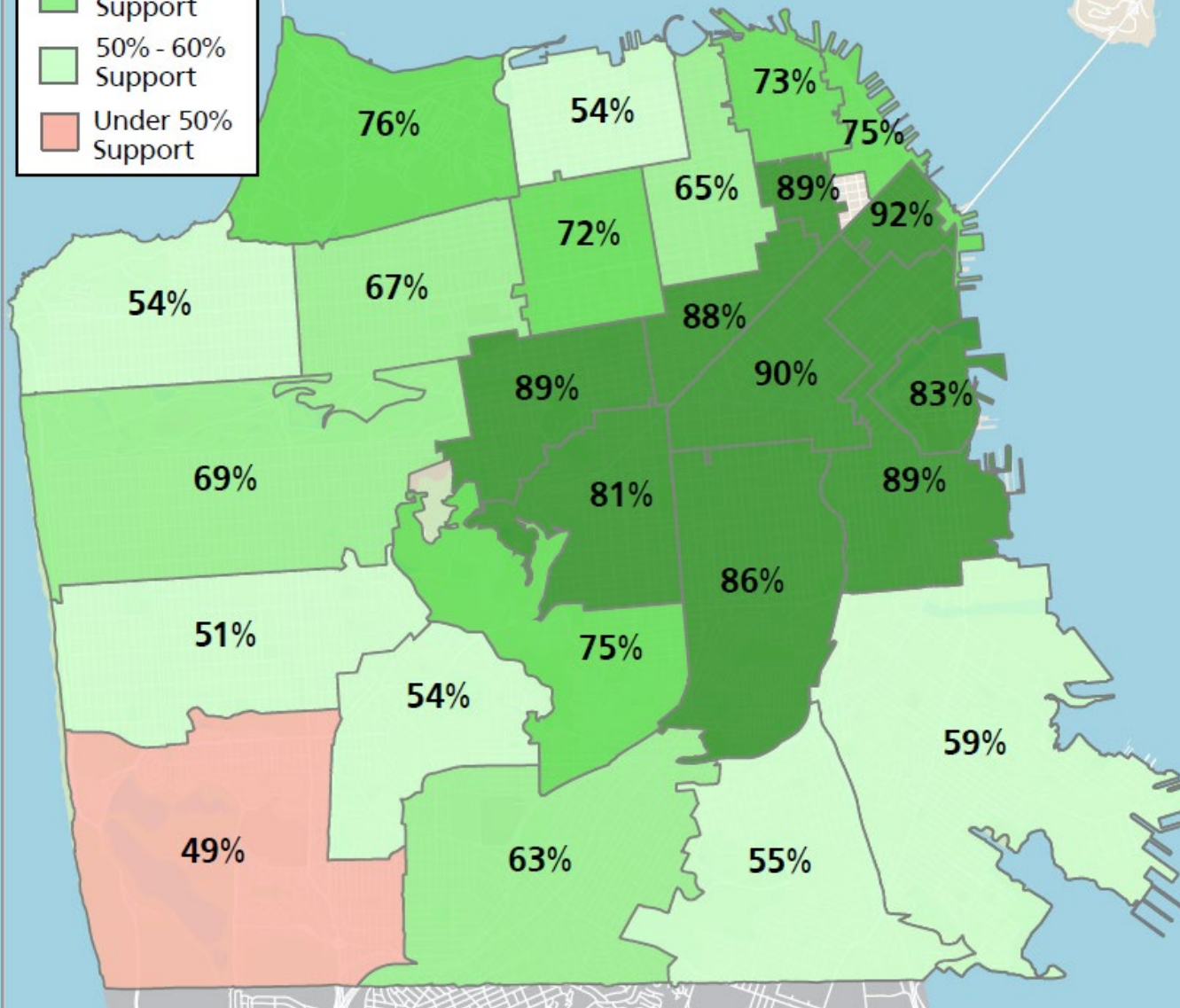
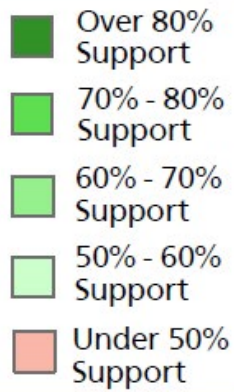
"COVID disrupted San Francisco's status quo. Growing older and disabled disrupted mine. So, I let go of what I was used to and reclaimed my freedom and my city. A mile-and-a-half of car-free road in Golden Gate Park helped me do both."

Carol Brownson
Richmond Review
January 11, 2022



Support for Car-Free JFK by Zip Code

7,873 votes from SF Zip Codes



What We've Heard

Restoring limited streets to traffic was disfavored by most respondents

Private vehicle access proposal



"All cars should have access to the park and roads to travel across it. Closing it ruins people who live here's lives."

"Adding delays to public transport is very undesirable. This is a busy and desirable section for joggers and bikers - adding back car traffic would ruin it for recreation."

~80% of survey respondents rated this roadway alignment 'very undesirable'/'undesirable'

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

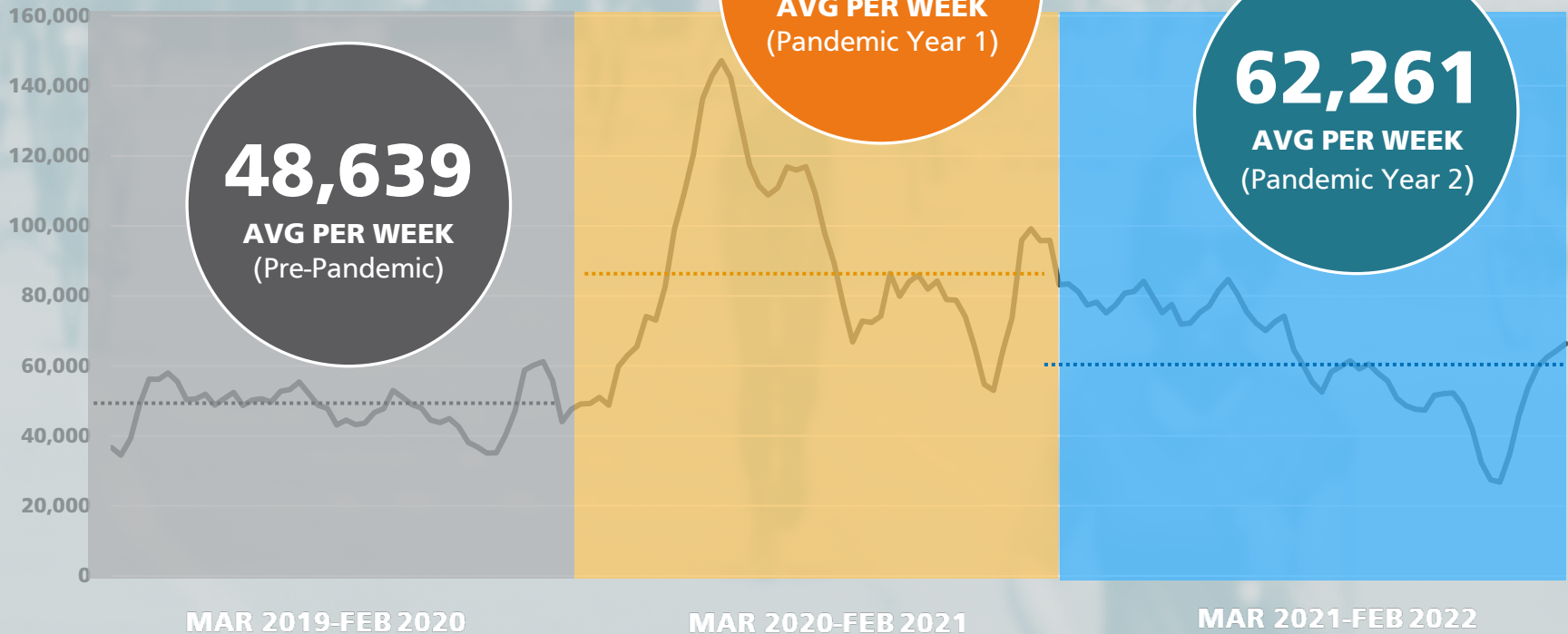
New blue zone locations are closer than ever to the Cal Academy, Japanese Tea Garden and the Botanical Garden

MOBILITY

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

Walking and Biking On JFK Drive

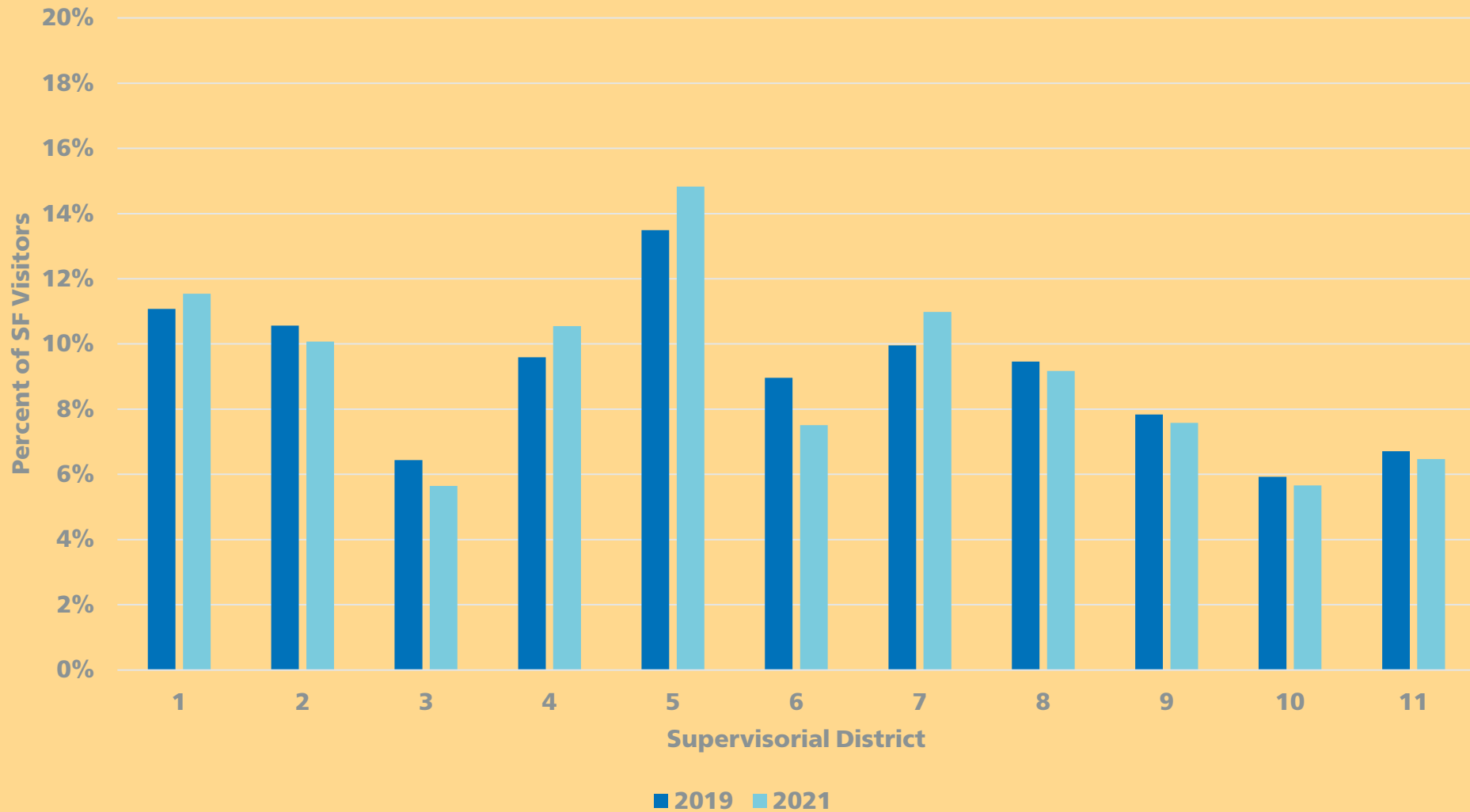
There are more people walking, biking, strolling and rolling on JFK Drive than ever



4-Week Trailing Average

Visit Rates by Supervisor District

No change visitor rates 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%

SFCTA Equity Study

Findings confirm department outreach and point to clear policy interventions

How the JFK closure impacted respondents' desire/ability to visit the eastern GGP
(Intercept Survey)

38% USE EASTERN GGP MORE

51% USE EASTERN GGP THE SAME

10% USE
EASTERN
GGP LESS

Policy initiatives to improve access to Eastern GGP

A→B

Direct bus route: a faster and direct bus route



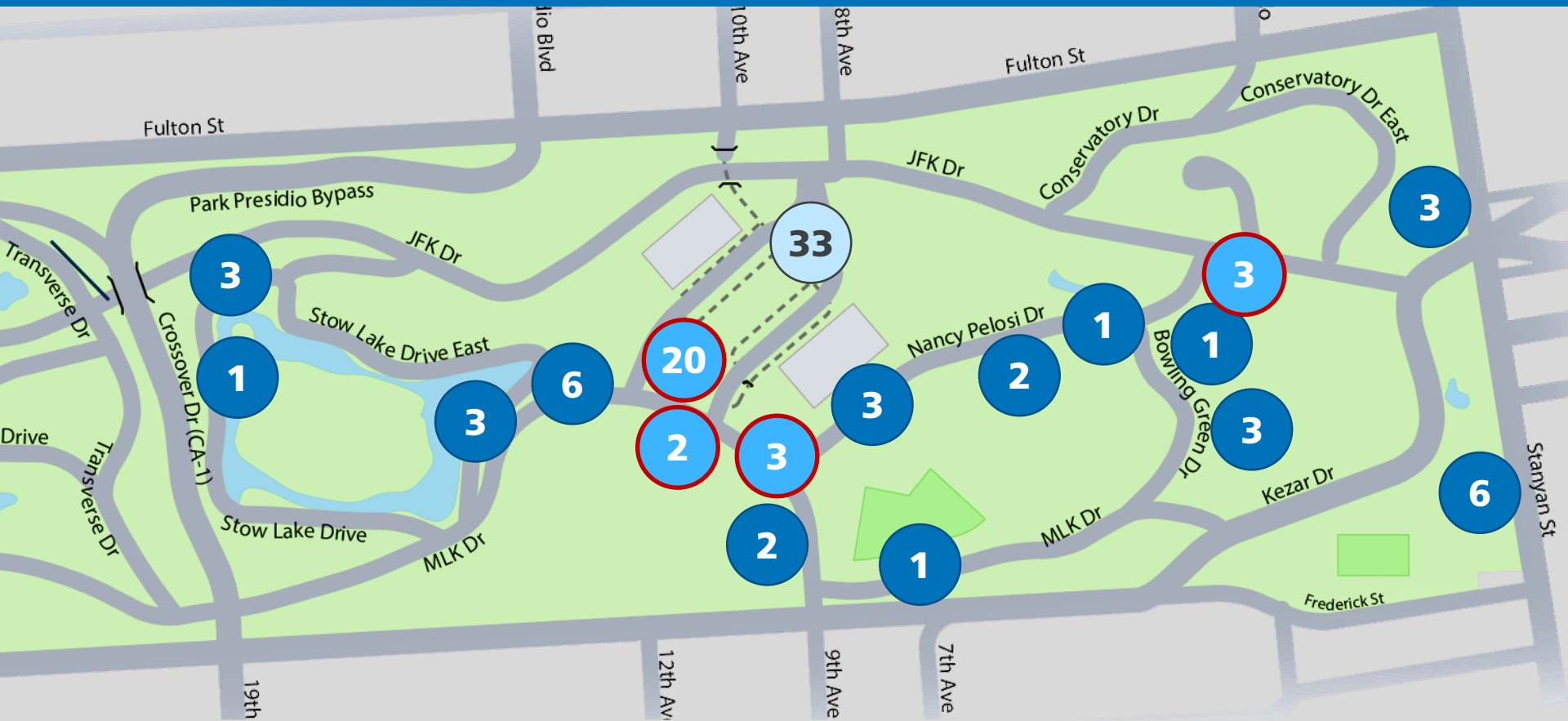
Golden Gate Park Shuttle improved outreach about the shuttle; stops with seating, shelter, and clear signage; frequent and reliable service



Protected bike lanes: reduce barriers and increase the feeling of safety when traveling by bicycle to the park

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

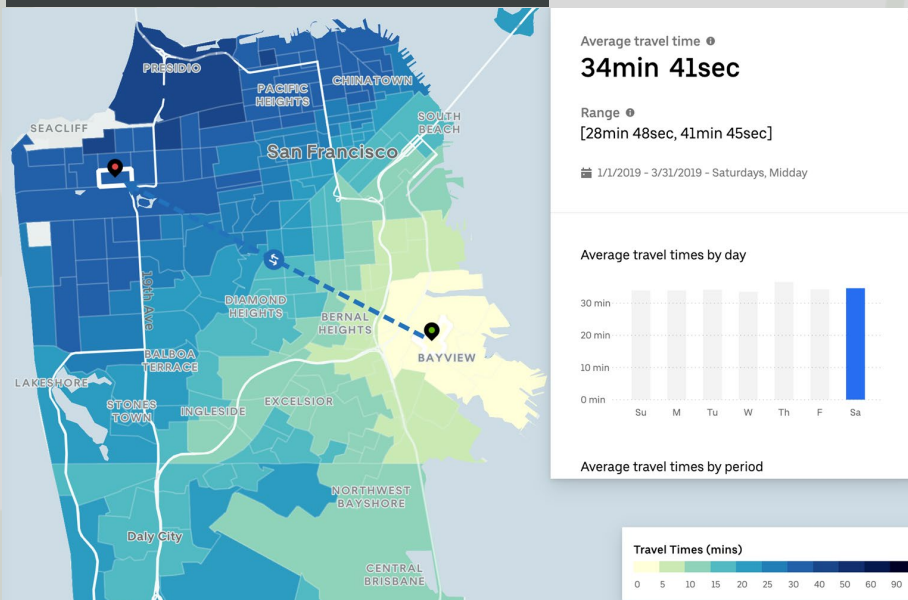
Blue zones in garage

Vehicle Travel Time Analysis

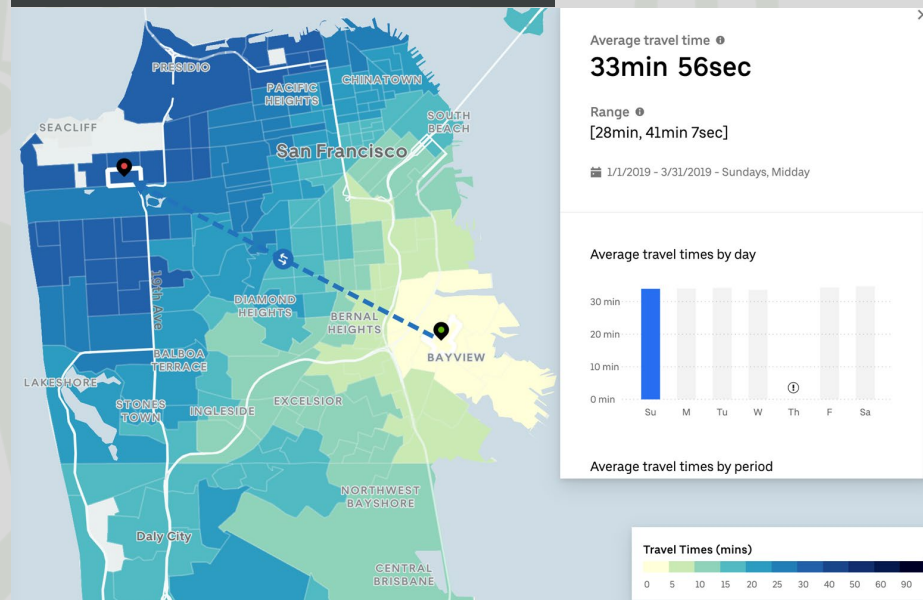
Removing JFK as a link in the transportation network had no impact on vehicle travel time pre-pandemic.

Example: Richmond District to Bayview

Saturdays Winter 2019, 10am-4pm



Sundays Winter 2019, 10am-4pm



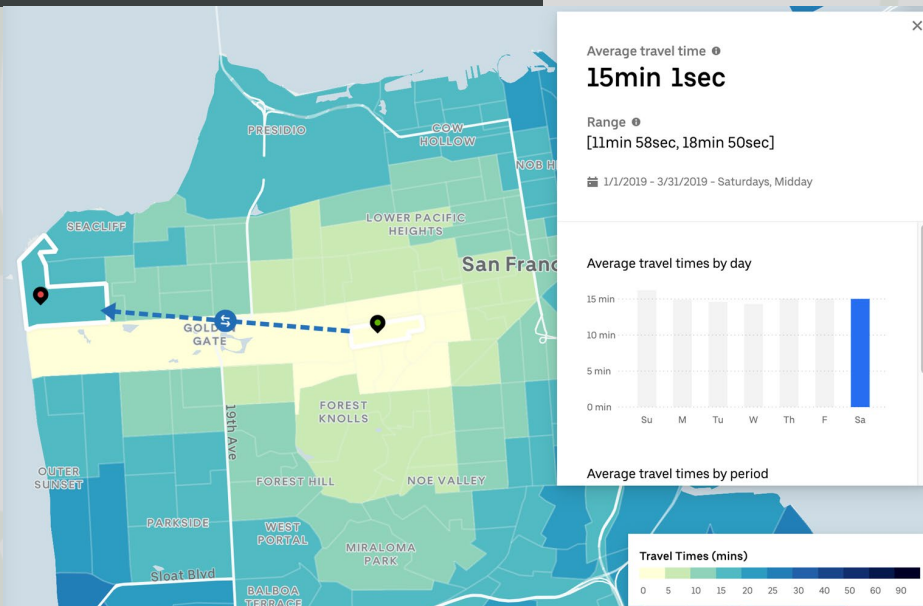
Travel times were **45 seconds shorter** on Sundays than on Saturdays.

Vehicle Travel Time Analysis

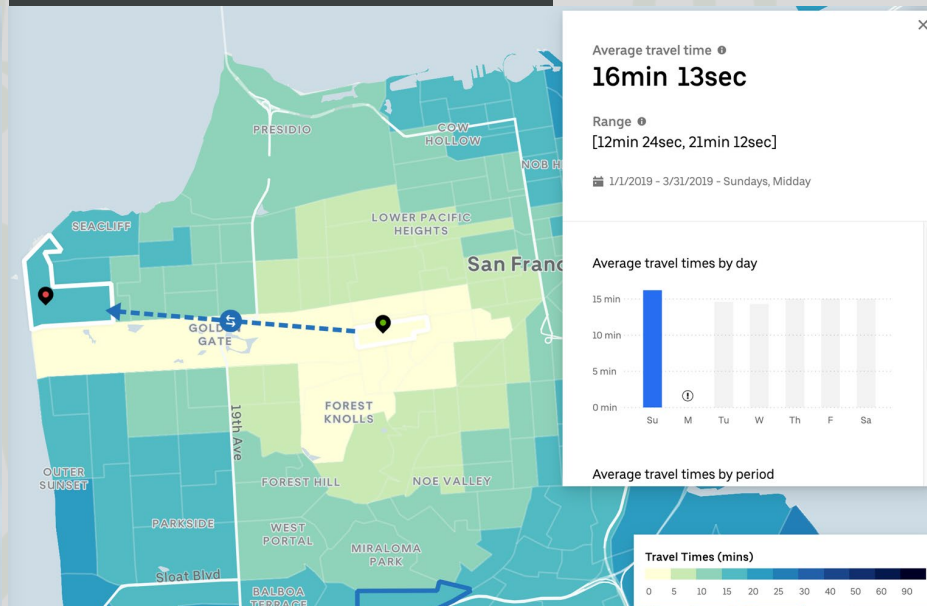
Removing JFK as a link in the transportation network had no impact on vehicle travel time pre-pandemic.

Example: Panhandle to the Outer Richmond

Saturdays Winter 2019, 10am-4pm



Sundays Winter 2019, 10am-4pm



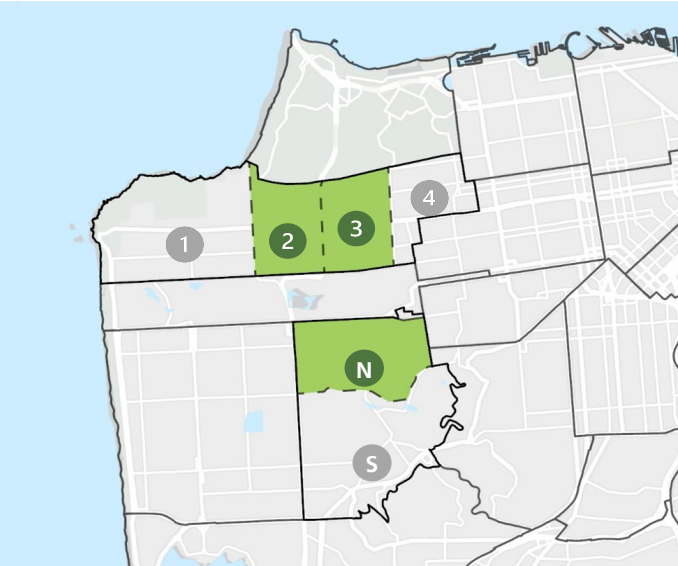
Travel times were **72 seconds longer** on Sundays than on Saturdays.

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	<i>Not cross-park trips</i>	
	RICHMOND Subarea 3		
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

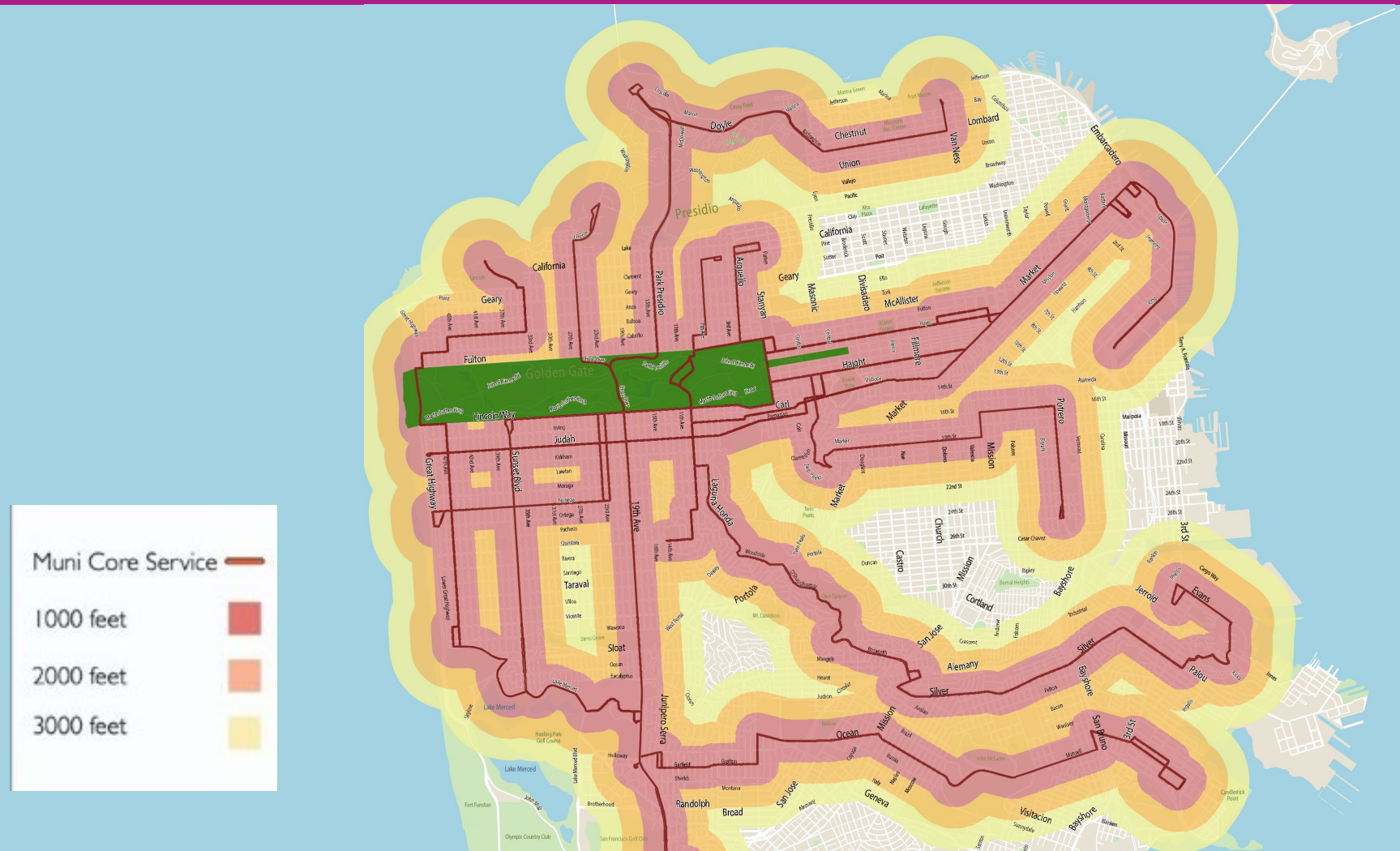
83% of parking in Golden Gate Park remains available;
More than 2,500 parking spaces east of Transverse Drive



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.



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



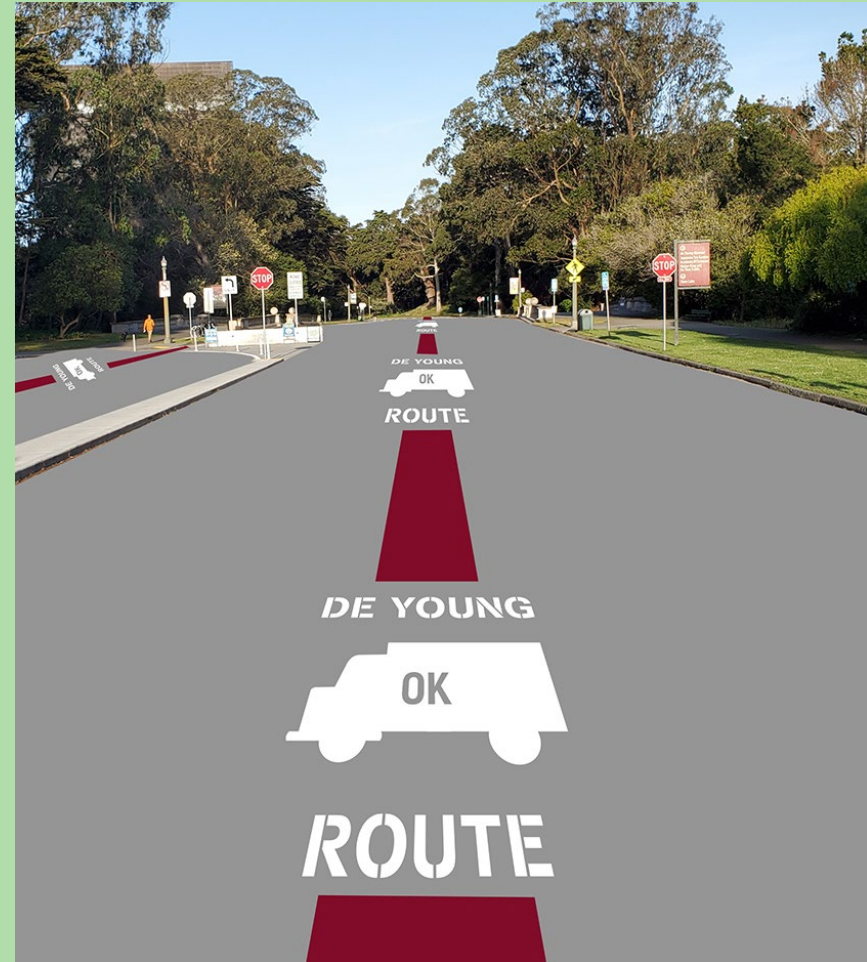
3 miles of car-free streets from Lincoln to Kezar in Golden Gate Park

- 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, maintenance, and permitted vehicles

Program Proposal

EAST SIDE FOCUS

- **Improve existing barriers/ barricades, striping and signage** to institutionalize the closures and make the promenade space easy for everyone to understand
- **Transportation engineering improvements** to separate faster moving bikes from slower, shared street spaces
- **Clear, delineated space** for the de Young loading dock vehicle users
- **Loading and parking** would be allowed as requested on JFK Drive by RPD permit
 - *Example: limited semi-truck loading space for de Young special exhibits*

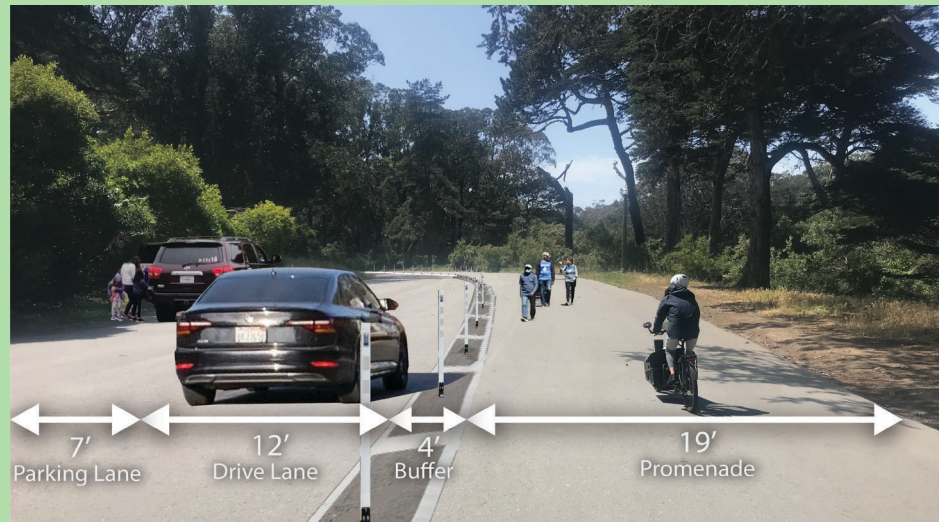
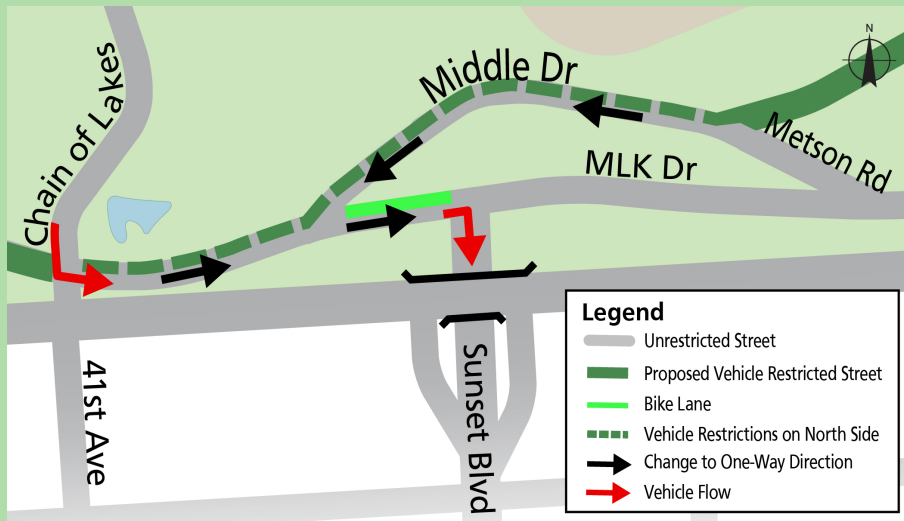


JFK at Hagiwara Drive- West View

Program Proposal

WEST SIDE FOCUS

- 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

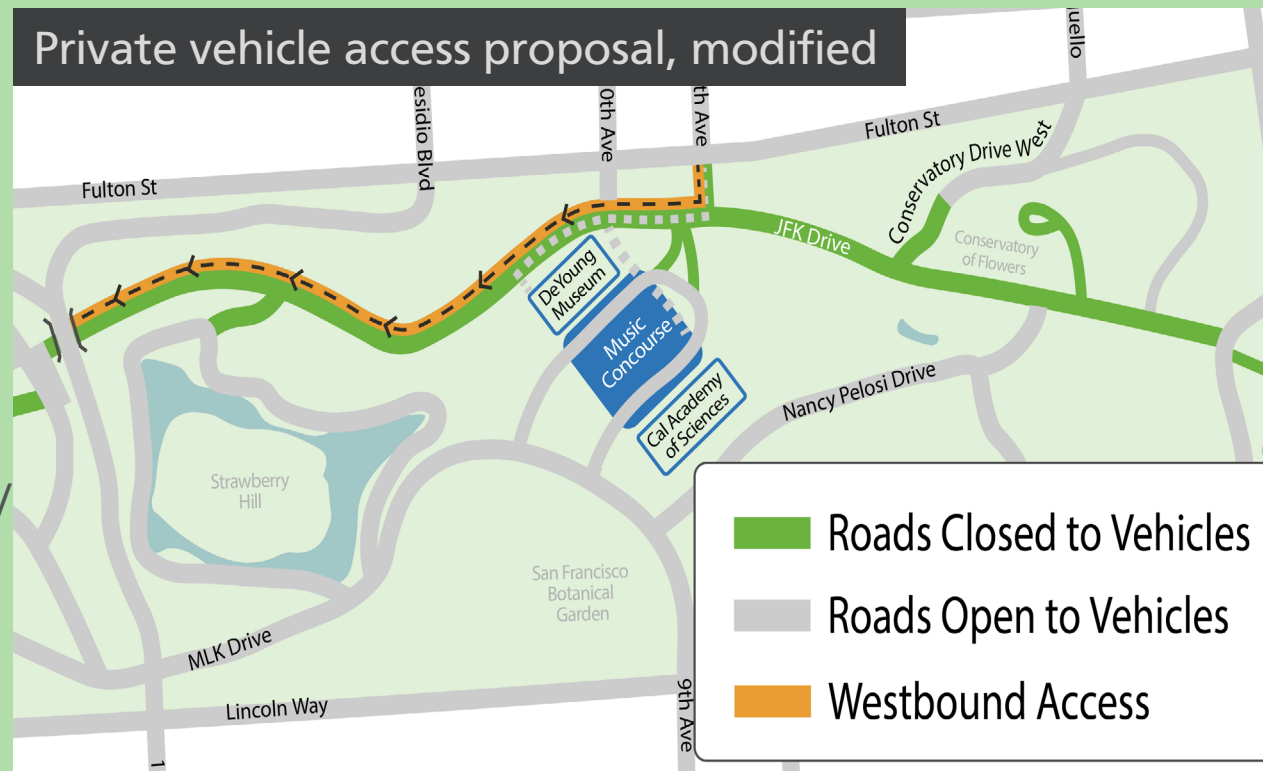


Middle Drive West, westbound towards MLK Drive

Program Proposal

MODIFIED PROPOSAL

- Slightly modified version of City 'Private Vehicle Access' proposal
- Includes bi-directional traffic on Conservatory Drive East with parking
- Requires further design to determine total parking and loading spaces
- Further design at JFK Drive/ de Young loading dock & JFK Drive/ 8th Avenue
- Further transportation analysis to determine impacts on Muni and bike/ ped safety



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**, 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
- 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, 20 spaces under construction
- Communicating the **FREE 15-minute drop-off** 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

- 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

- **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



Program Proposal Spotlight

MOBILITY

- **Flex pricing** for all garage users, making the garage more affordable at low-demand hours
- Museums for All, Discover and Go, Reserved Blue Zone Parking – **free first three hours of parking** for pass/ reservations users
- Extending free loading time in the garage to **30 minutes** (currently 15 minutes)
- **Clear signage** making it easy to find and access the garage



Upgrade and improve existing restricted streets	Summer 2022
Restoration of eastbound traffic to MLK Drive with promenade	Summer 2022
JFK Drive user separation	Fall 2022
de Young loading dock delineation	Summer 2022

Expand Junior Guides Field Trip Program	Spring 2022/ ongoing
Garage- Flexible pricing for all garage users	Summer 2022
Garage - Museums for All, Discover & Go garage subsidy	Summer 2022
Muni 29 Sunset Muni improvements	Summer 2022
Muni 21 Hayes service restoration	Summer 2022

Garage information signage	Summer 2022
RPD Transportation Demand Manager	Winter 2023
Direct TNC (Uber/Lyft) to appropriate loading zones	Summer 2022
Online map provider directions	Summer 2022
Bikeshare services in park	Fall 2022
Additional services from mobility vendor	Winter 2023
Music Concourse taxi stands and taxi priority access	Summer 2022
New tour bus zones	Spring 2022
Remove restrictions to access on Music Concourse, mark passenger loading zones	Fall 2021
Car-free street courtesy campaign and design improvements	Winter 2022

Shuttle - Route	Winter 2022
Shuttle – Frequency and span of service	Winter 2022
Shuttle - Temporary signage and benches	Winter 2022
Shuttle - Stop amenities	Spring 2023
Shuttle - Stop accessibility	Spring 2023
Shuttle - Low floor vehicle	Spring 2023
Shuttle - Real time information	Winter 2022
Shuttle- Communications and marketing	Spring 2022/ on-going
Shuttle - Operator training and rules	Fall 2022
Paratransit van service	Fall 2021
Garage- Free ADA parking in garage	Summer 2022
Garage -Extend garage pick-up/ drop-off loading time	Summer 2022
New blue zone spaces around Music Concourse	Fall 2021
Bandshell parking lot	Spring 2022
Improve and optimize blue zones in GGP	Winter 2023
Disability Access Coordinator role	Winter 2023
Access improvements to Conservatory of Flowers	Fall 2022
Identify accessible routes in Park	Summer 2022
Path of travel improvements along JFK	Summer 2023
Restore vehicle access on Conservatory Drive West	Fall 2021
Event access plans	Spring 2022
Accessible map	Winter 2023
Website accessibility upgrades	Spring 2022
On-going outreach for initiatives	Summer 2022/ Ongoing

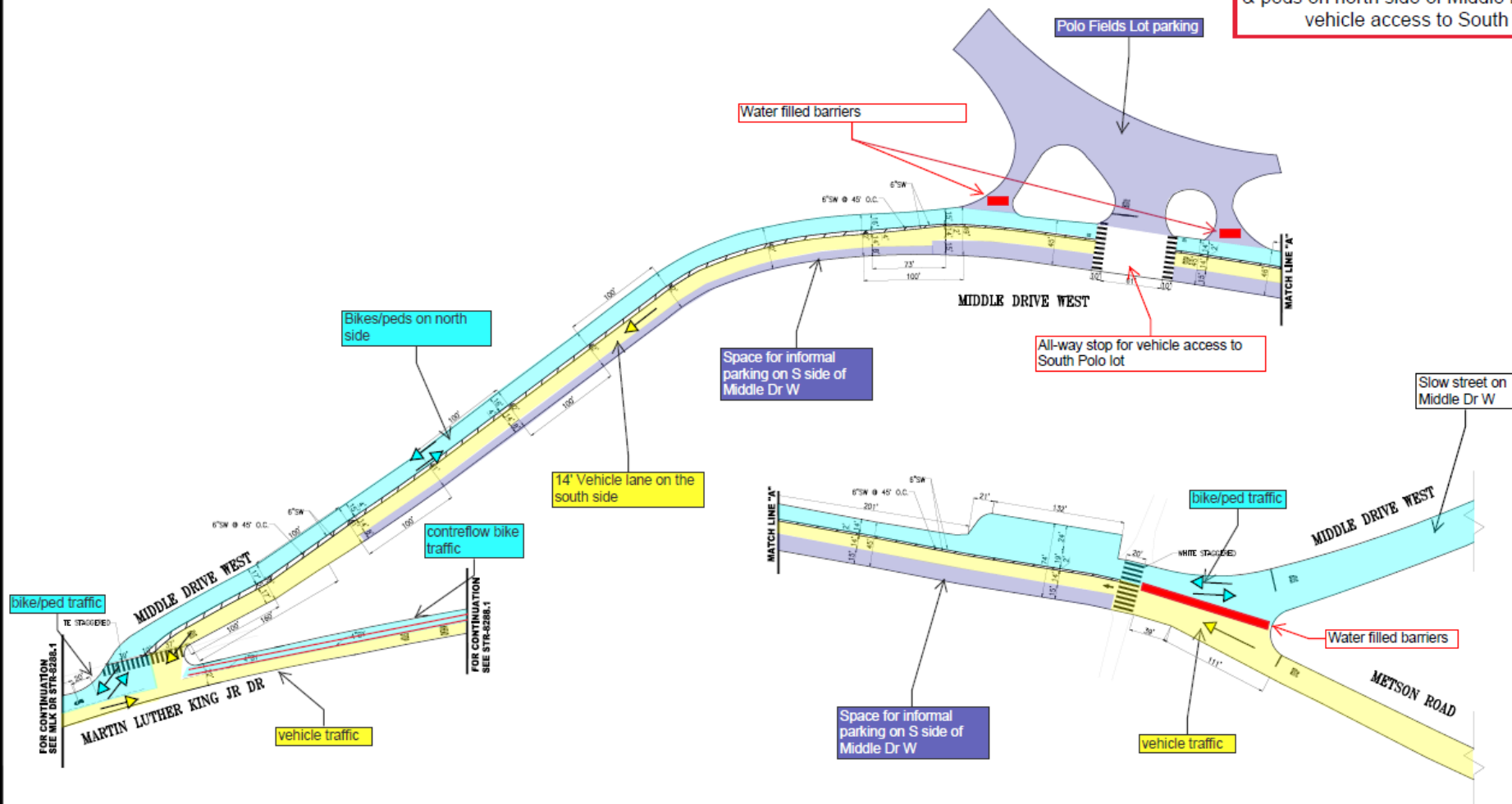
A photograph of a man and a woman jogging away from the camera on a paved path. The man is wearing a dark jacket and shorts, and the woman is wearing a dark long-sleeved shirt and leggings. They are running on a path that is lined with large, leafy trees. In the background, other people can be seen jogging, and a street sign is visible. The text "Thank you" is overlaid in a large, white, sans-serif font in the center of the image.

Thank you

A photograph of two people running away from the camera on a paved path in a park. The man on the left is wearing a dark jacket and shorts, while the woman on the right is wearing a dark long-sleeved shirt and leggings. In the background, there are trees, a street lamp, and another person running further ahead. The text "Additional slides" is overlaid in the center.

Additional slides

Vehicle traffic on south side and bikes & peds on north side of Middle Dr W w/ vehicle access to South Polo lot



NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SFMTA
SAN FRANCISCO METROPOLITAN
TRANSPORTATION AUTHORITY



DESIGNED BY	DATE	APPROVED	DATE
A. MATHEWS	06/20/21		
CHECKED BY	DATE	SENIOR ENGINEER	DATE
		ANY TRAFFIC ENGINEER	DATE

SCALE: 1" = 50'
 SHEET/SHEETS: /
PROPOSED TRAFFIC STRIPING
DRAFT FOR PLANNING PURPOSES ONLY
MIDDLE DRIVE WEST
MARTIN LUTHER KING JR DRIVE TO METSON RD

CONTRACT NO.	
DRAWING NO.	
FILE NO.	
REV. NO.	

DeYoung Loading Dock Access DRAFT

 Pedestrian-Priority Space;
Bikes & Scooters Yield

 Authorized Vehicles and
DeYoung Trucks OK

AUTHORIZED
VEHICLES OK
DE YOUNG

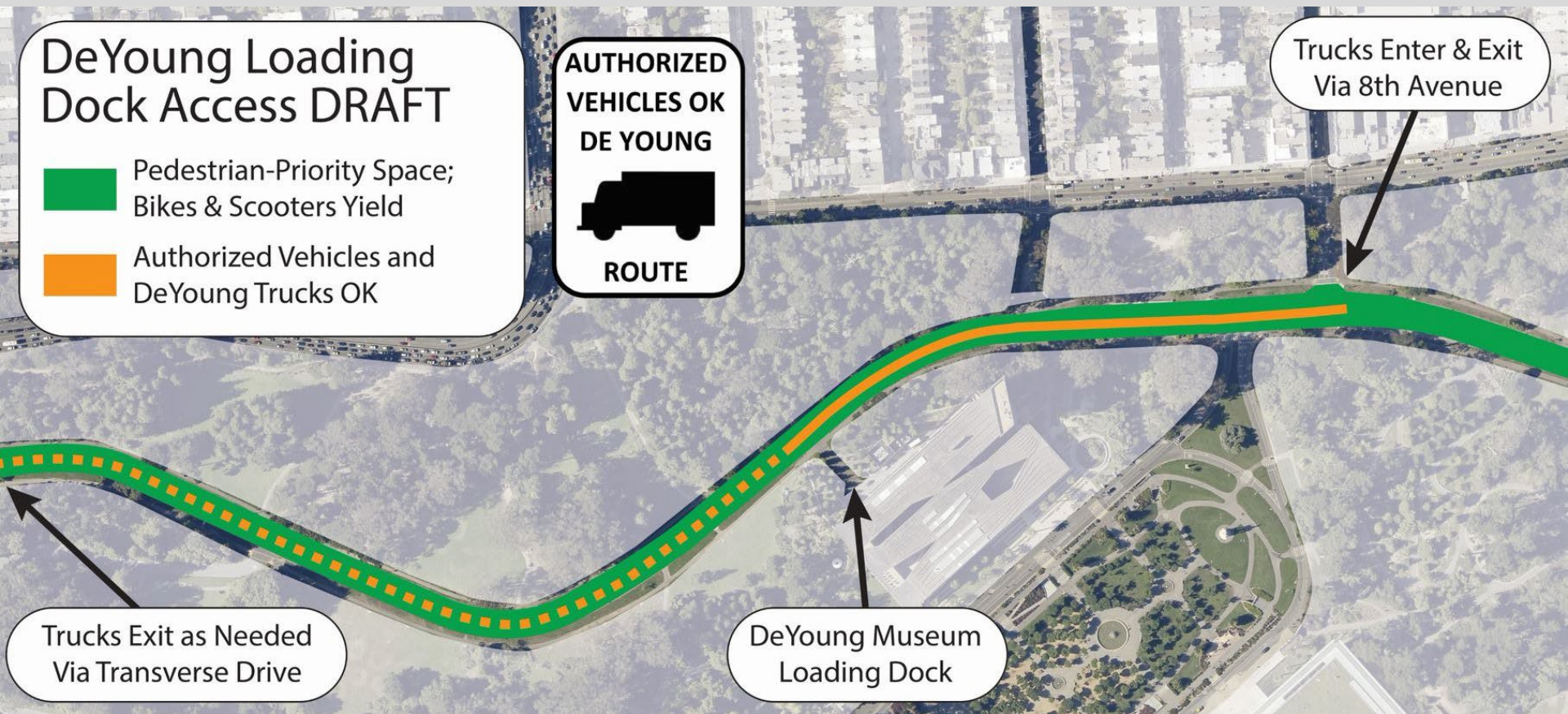


ROUTE

Trucks Enter & Exit
Via 8th Avenue

Trucks Exit as Needed
Via Transverse Drive

DeYoung Museum
Loading Dock





Summary

Median Travel Time (minutes)	39.7
10th Percentile Travel Time	34.8
90th Percentile Travel Time	47.4
Travel Time Variability (90% - 50%)	7.7
Number of Trips	2,016

Time Of Day Breakdown

For hourly data hover over "Time of Day" and click "+"

Time of Day	Median Travel Time (minutes)	10th Percentile Travel Time	90th Percentile Travel Time	Travel Time Variability (90% - 50%)	Number of Trips
AM (6-9am)	42.0	34.4	51.9	9.8	372
Midday (9am-2pm)	37.9	34.2	41.9	4.0	661
PM (4-7pm)	41.5	36.2	47.2	5.6	259
School (2-4pm)	40.5	36.3	45.4	4.9	248
Other	30.2	26.6	36.0	5.7	24

Median Travel Time by Week



Route Information

ROUTE_NAME
44-O'Shaughnessy

Direction

- ☒ INBOUND
☐ OUTBOUND

Select "From" and "To" Stops

- ☐ 1 - Hudson Ave & 3rd St E-NS/BZ
☐ 2 - Evans Ave & 3RD St S-FS/SB
☐ 3 - Evans Ave & Mendell St S-FS/BZ
☐ 4 - US Post Office S-FS/BZ
☐ 5 - Evans Ave & Keith St W-NS/PS
☐ 6 - Evans Ave & Middle Point Rd W-NS/SB
☐ 7 - Middle Point & Acacia NW-NS
☐ 8 - Middle Point Rd & West Point Rd SW-...
☐ 9 - Middle Point Rd & Innes Ave NW-NS/PS
☐ 10 - Ingalls St & Harbor Rd NW-NS/PS
☐ 11 - Hudson Ave & Ingalls St NW-FS/SB
☐ 12 - Hudson Ave & Whitney Young Cir SE..

Date and Time

Date

3/12/2021 to 3/5/2022

Weekdays

Multiple values

Hour

All

Additional Options

Open to Open or Close to Close

- ☒ Door Open to Door Open
☐ Door Closed to Door Closed

Dates to Exclude

None

Description: This dashboard is a work in progress. It shows the travel times between any two stops along a route

Directions: Select filters on the right. Only select 2 stops along the route.

Data Source: APC data. This has been validated for the entire rubber tire fleet. The LRV4s are equipped with this hardware, but the data has not been validated yet. Once the data is validated, it will be available here as well.

