

LEGISLATIVE DIGEST

[Park Code - Golden Gate Park Access and Safety Program - Slow Street Road Closures - Modified Configuration]

Ordinance amending the Park Code to adopt the Golden Gate Park Access and Safety Plan, which includes restricting private vehicles on certain slow street segments in Golden Gate Park including on JFK Drive, making certain street segments one-way, establishing bicycle lanes, and urging additional changes to improve public access to Golden Gate Park; making associated findings under the California Vehicle Code; affirming the Planning Department's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

Existing Law

The City has historically closed portions of JFK Drive between Kezar Drive and Transverse Drive in Golden Gate Park, along with portions of the adjacent roads that connect to those portions of JFK Drive, to private vehicle traffic on Sundays and holidays. In 2006, the City adopted disability access standards for the closures, such as more accessible parking spaces and an intra-park shuttle. In 2007, the City extended the closures to Saturdays. In 2020, due to the COVID-19 emergency, the Recreation and Park Department temporarily closed the streets to private vehicle traffic seven days a week, until the end of the City's state of emergency. The temporary closure is still in effect.

Amendments to Current Law

The ordinance would adopt the Golden Gate Park Access and Safety Program, a series of proposals and policy initiatives intended to improve traffic safety and access to and within Golden Gate Park.

The primary change is to authorize a permanent closure to private vehicle traffic of the following streets: JFK Drive, between Kezar Drive and 8th Avenue; Pompeii Circle, entire length of street; Music Concourse Drive, between JFK Drive and Bowl Drive; Hagiwara Tea Garden Drive, between JFK Drive and Bowl Drive; Stow Lake Drive, between JFK Drive and Stow Lake Drive East; Middle Drive West, between Overlook Drive and a gate 200 feet west of Overlook Drive; Middle Drive West, between Metson Road and a gate 675 feet east of Metson Road; Bernice Rodgers Way, between JFK Drive and MLK Drive; and MLK Drive, between Lincoln Way and Chain of Lakes Road.

The ordinance would also authorize the conversion of the following streets from two-way traffic to one-way traffic: MLK Drive from Chain of Lakes Drive to Sunset Boulevard in the eastbound direction; Middle Drive West from Metson Road to MLK Drive in the westbound direction; 8th Avenue from Fulton Street to JFK Drive in the southbound direction; JFK Drive

between 8th Avenue and Transverse Drive in the eastbound direction; Conservatory Drive East between Arguello Boulevard and JFK Drive in the eastbound direction; and Conservatory Drive West between JFK Drive and 500' northeast of JFK Drive in the westbound direction.

The ordinance would also establish a protected two-way bicycle lane (Class IV) on the east side of Transverse Drive from JFK Drive to Overlook Drive, and a one-way westbound bicycle lane (Class II) on the north side of MLK Drive between Middle Drive and Sunset Boulevard.

A map depicting the streets in Golden Gate Park that are being closed to private vehicle traffic or converted to one-way traffic is on file with the Clerk of the Board of Supervisors.

The ordinance also directs the Recreation and Department to implement a plan to ensure adequate shuttle service, paratransit van service, accessible parking spots, traffic safety, unencumbered delivery access to the DeYoung Museum loading dock, and bicycle connectivity. The ordinance also directs the Recreation and Park Department to work with the San Francisco Municipal Transportation Agency, the Music Concourse Community Partnership, the DeYoung Museum, the California Academy, and other interested parties to improve the usage of and access to the Golden Gate Park Concourse Garage.

Background

The configuration of restricted streets in this ordinance is modified from the configuration proposed in File No. 220261. The primary difference between the two is that this ordinance would allow private vehicles to access 8th Avenue, and additional portions of John F. Kennedy Drive, Conservatory Drive East, and Conservatory Drive West.

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