

REVISED LEGISLATIVE DIGEST

(4/26/2022, Amended in Board)

[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 Program, 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 directing the Recreation and Park Department to pursue 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; making findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1; limiting the General Manager's ability to temporarily modify these street restrictions due to emergencies; and clarifying the protocols regarding access to the de Young Museum loading dock.

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. The General Manager has authority to temporarily open these streets during times when they are normally closed, in order to respond to an emergency.

The General Manager also has authority to close portions of parks (including streets) in response to emergencies. In 2020, due to the COVID-19 emergency, the Recreation and Park Department temporarily closed the above 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; Conservatory Drive West, between JFK Drive and 500' northeast of JFK Drive; 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 MLK Drive from Chain of Lakes Drive to Sunset Boulevard from two-way traffic to one-way traffic in the eastbound direction; Middle Drive West from Metson Road to MLK Drive from two-way traffic to one-way traffic in the westbound direction; 8th Avenue from Fulton Street to JFK Drive from two-way traffic to one-way traffic in the southbound direction; JFK Drive, between 8th Avenue and Transverse Drive, from two-way traffic to one-way traffic in the westbound direction, with a physical barrier between the vehicles and the remaining street; and Conservatory Drive East, between Arguello Boulevard and JFK Drive from one-way traffic in the westbound direction to two-way traffic.

The ordinance would also eliminate the existing bike lane (Class II) on Conservatory Drive East between Arguello Blvd and JFK Drive; and 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. Also, if the General Manager were to reopen any of these streets due to an emergency, the street could not remain open for more than 90 days, unless the Board of Supervisors adopted a resolution to approve the reopening of the street.

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.

Finally, the ordinance also updates the protocols for access to the DeYoung Museum loading dock, and the procedures for the Museum and the Recreation and Park Department to update those protocols.

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.

FILE NO. 220339

Kennedy Drive between 8th Avenue and Transverse Drive, Conservatory Drive East, and Conservatory Drive West.

This version of the legislative digest reflects amendments introduced on April 26, 2022. The main changes are to update the configuration of the restricted streets, to limit the General Manager's authority to temporarily reopen the restricted streets due to emergencies, to direct the Recreation and Park Department to pursue additional passenger loading zones and accessible parking spots, and to clarify the protocols regarding access to the DeYoung Museum loading dock. The amendments also make certain non-substantive corrections.

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