

Golden Gate Park, John F. Kennedy Drive Access Equity Study



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Agenda Item 12

April 27, 2022

Agenda

1. Study Questions

**2. Data Collection
Methods and Findings**

3. Equity Assessment



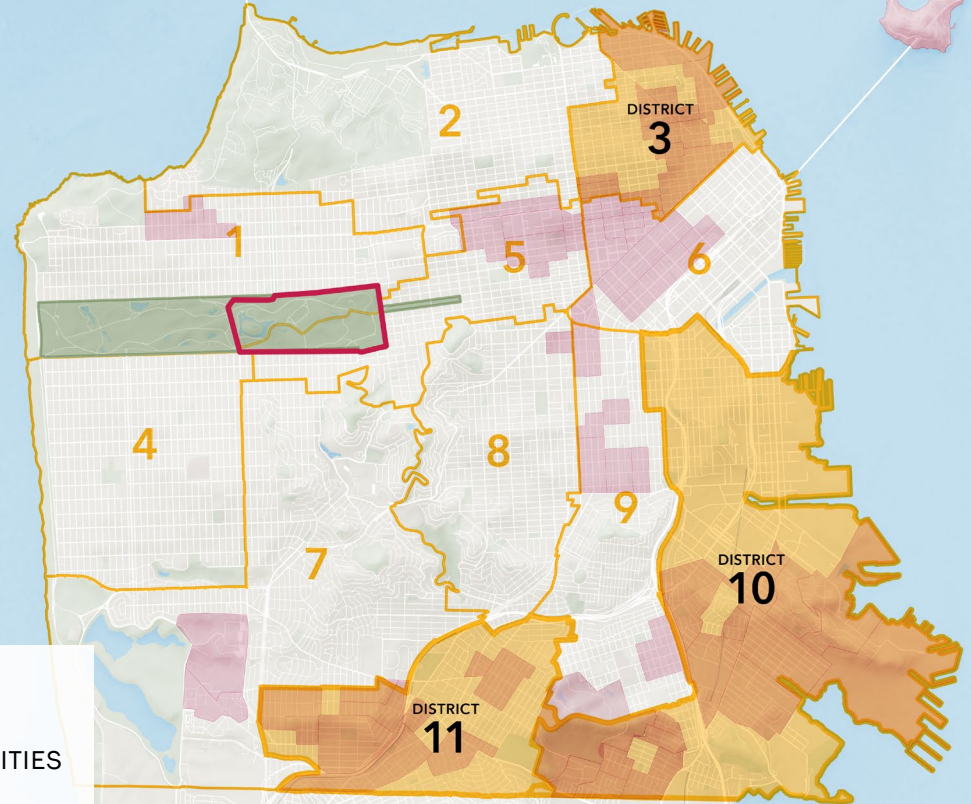
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Study Overview





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- Understand the access equity to the eastern portion of the park from EPCs in Districts 3, 10, and 11
- Districts 3, 10, and 11 are furthest from the Park and have Equity Priority Communities



 STUDY AREA

 SUPERVISORIAL DISTRICTS

 GOLDEN GATE PARK

 EQUITY PRIORITY COMMUNITIES



For residents of Equity Priority Communities within Districts 3, 10, and 11

- 1 Before Covid, who used the eastern portion of GGP, including JFK?
- 2 Who is currently using the eastern portion of GGP, including JFK?
- 3 Are people visiting eastern GGP as much as they would like? If not what are the barriers?
- 4 How has the full-time vehicle closure impacted people's desire/ ability to visit eastern GGP, including JFK?
- 5 From all areas of the city, who is currently using the eastern portion of GGP, including JFK?

What are the equity implications of three JFK Drive alternatives ?



1. **Phone / Email Survey** based on voter information in Equity Priority Communities in Districts 3, 10, and 11
2. **Focus Groups** built through opt-in responses to a CBO distributed survey
3. **Intercept Survey** in eastern GGP, along JFK

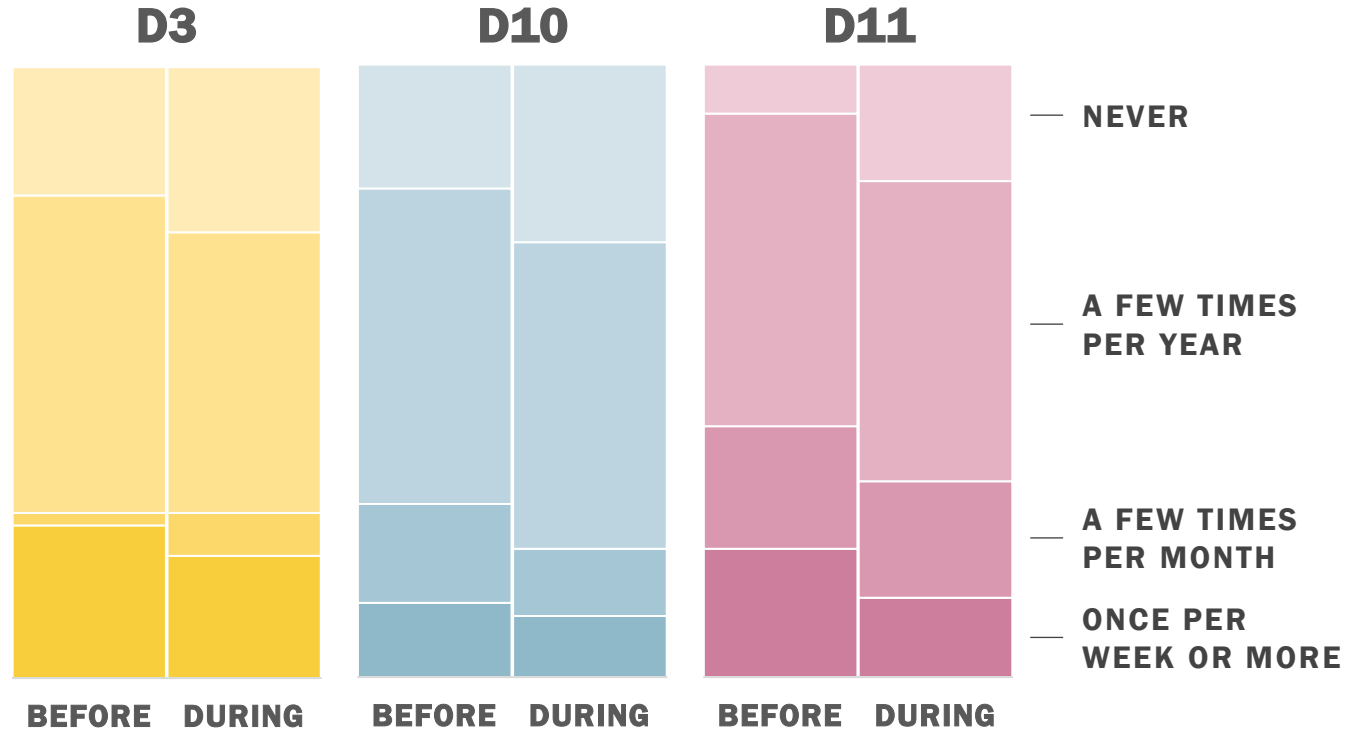
Phone / Email Survey



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From D3, 10, and 11 EPCs, who visited eastern GGP before and during Covid?

The frequency of trips from all districts to eastern GGP decreased from pre-covid to during-covid.



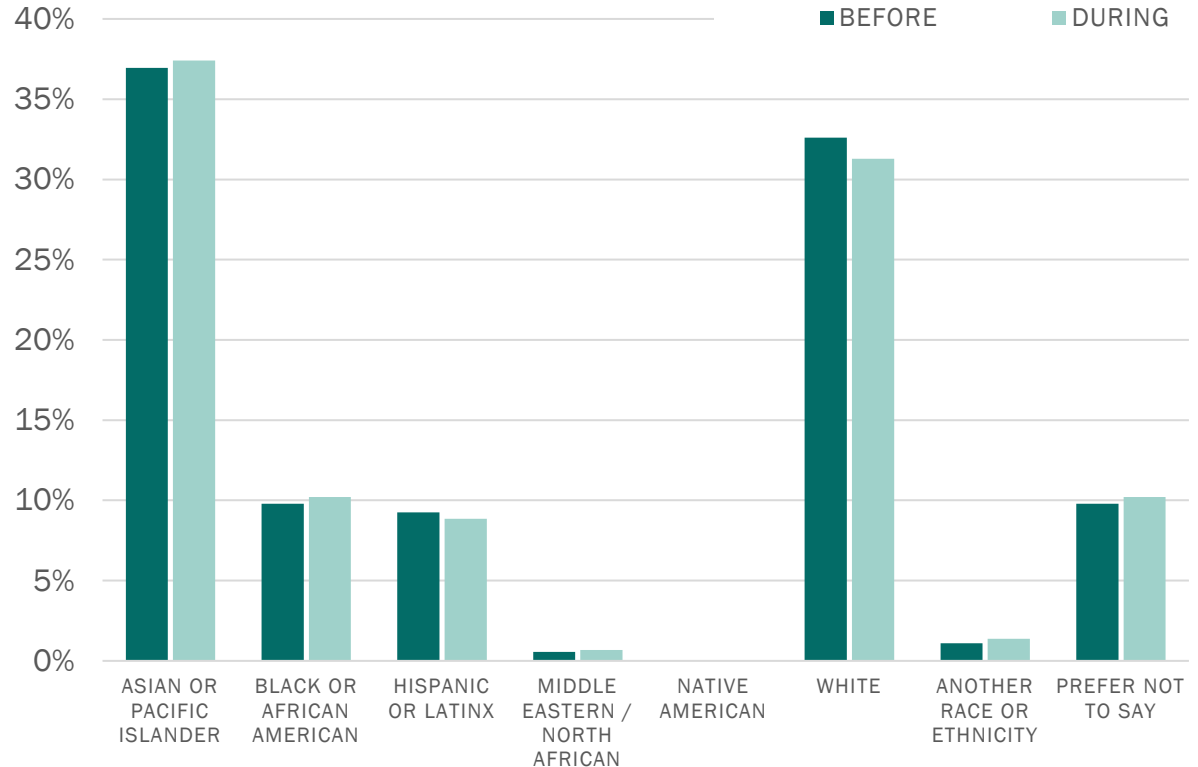
Phone / Email Survey



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From D3, 10, and 11 EPCs, who visited eastern GGP before and during Covid?

There was a slight change in the race and ethnicity of respondents who visited frequently between pre-covid and during-covid.



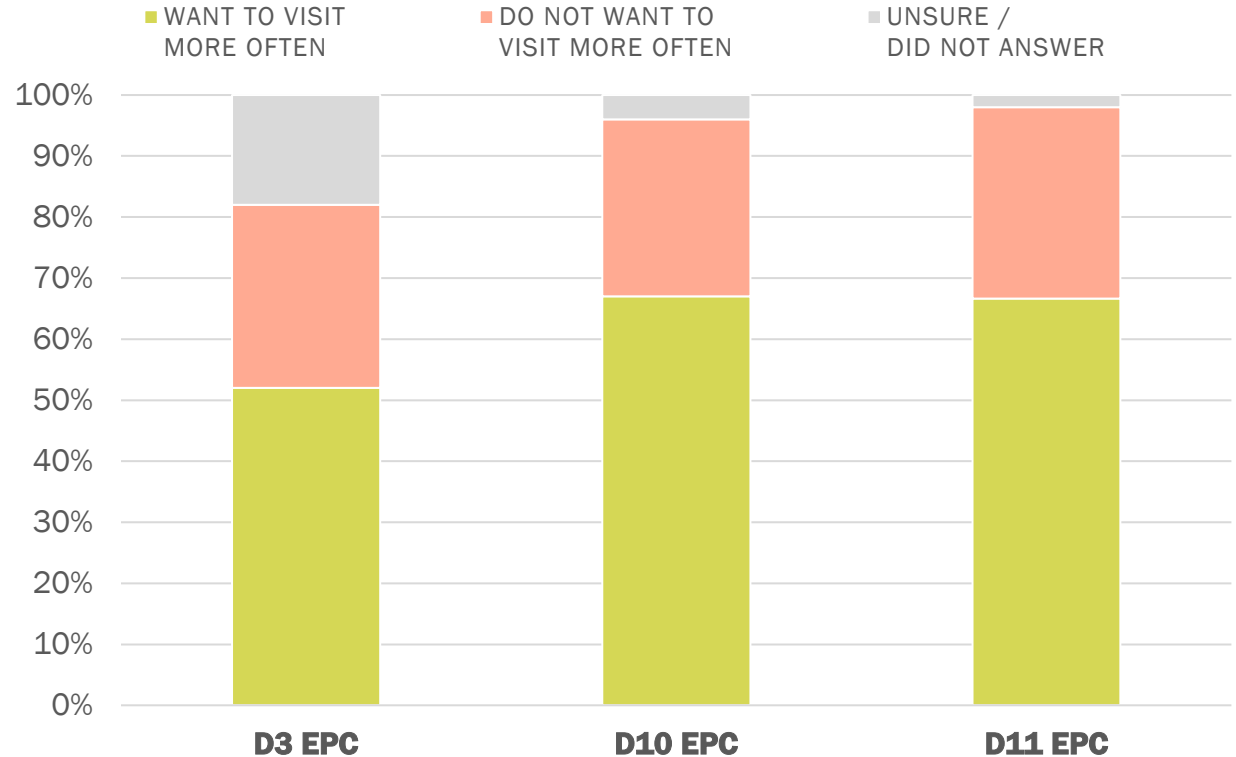
Phone / Email Survey



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Are people visiting eastern GGP as much as they would like? If not, what are the barriers?

Between 1/2 to 2/3 to of people from each district want to visit eastern GGP more than they currently do.



Phone / Email Survey

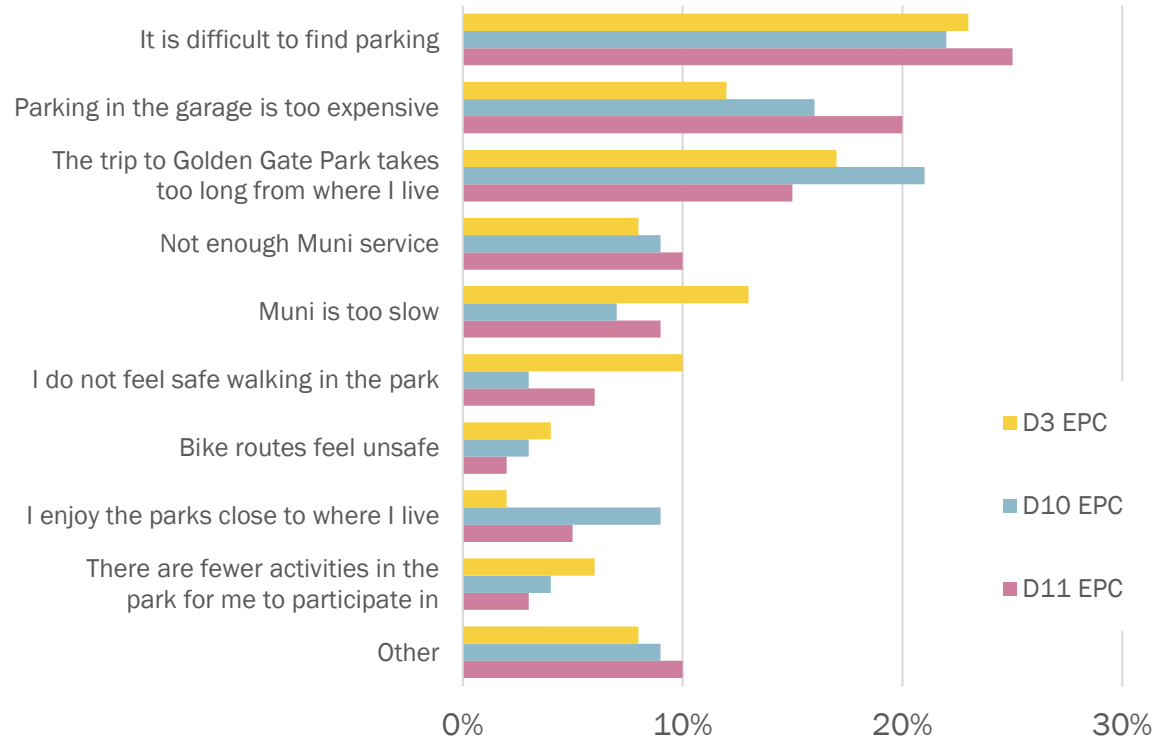


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Are people visiting eastern GGP as much as they would like? If not, what are the barriers?

The top two most common barriers across all districts are related to parking.

- Parking is difficult to find
- Parking in the garage is too expensive





Transportation and Access Challenges

- Transit trips take too long for many
- Some D10 and D11 residents reported that driving is the only realistic option for them
- Garage parking is more critical with the removal of free spaces on JFK Drive and is perceived to be expensive
- Seniors and people with disabilities have longer connections and more unknowns about how to access destinations
- In-park shuttle is hard to understand and use

Opportunities to Reduce Barriers

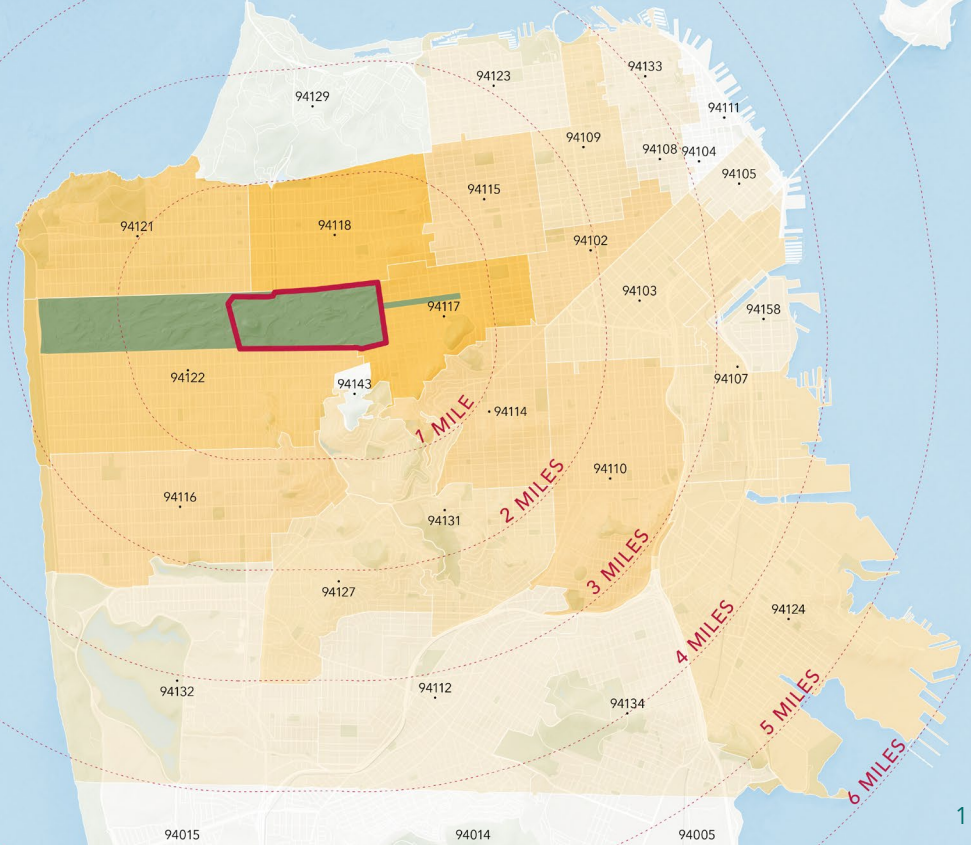
- Direct, fast, and more reliable transit service
- Protected bike lanes to support travel to the park

Intercept Survey



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Eastern GGP serves as
a neighborhood park
and citywide park
destination




RESPONSES
BY ZIP CODE:

- 1 - 4
- 5 - 10
- 11 - 22
- 23 - 40
- 41 - 68

 GOLDEN GATE PARK

 SURVEY AREA

 DISTANCE FROM
GOLDEN GATE PARK

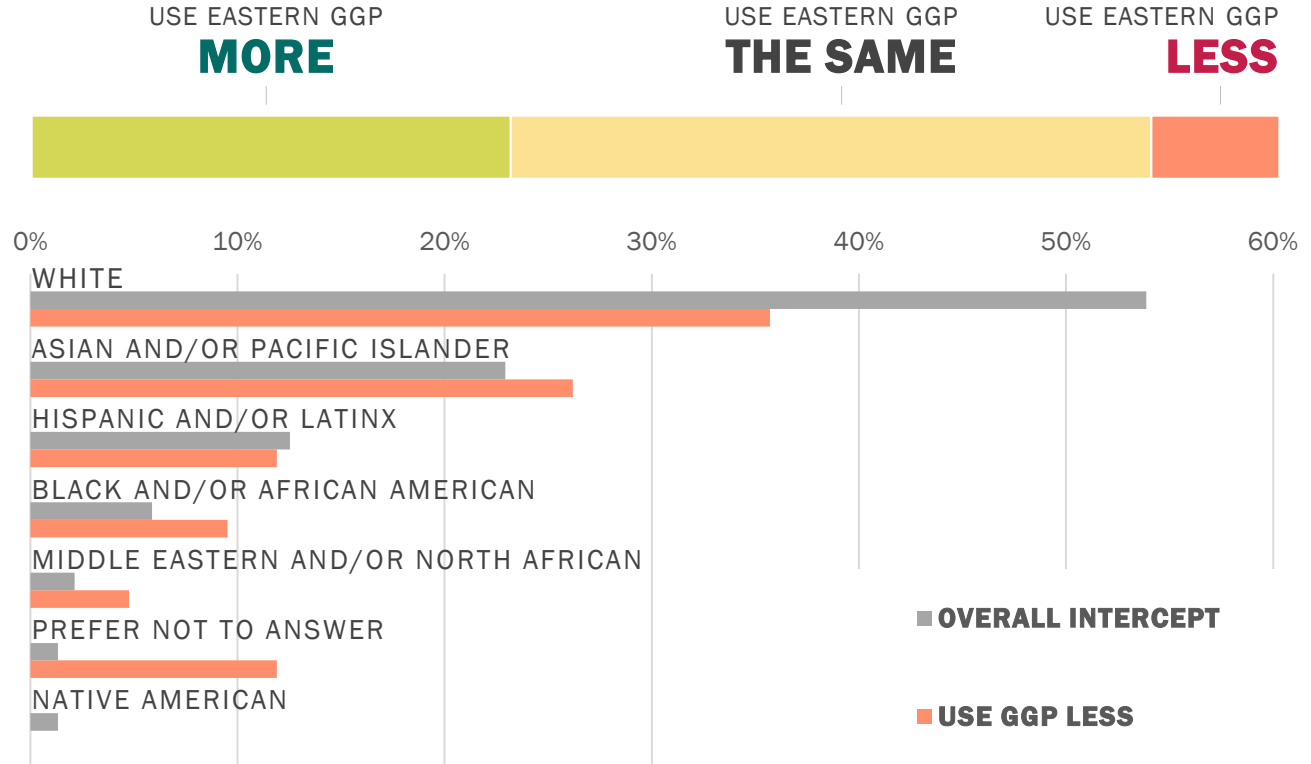
Intercept Survey



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Who is currently using eastern GGP, including JFK?

Most visitors reported visiting same or more, with 10% indicating they visit less





STEPS Equity Framework

| BARRIER TYPE | DESCRIPTION OF BARRIER |
|----------------------|--|
| Spatial | Spatial or geographic disparity in services; Travelers are unable to access destinations/ opportunities in a timely and affordable way |
| Temporal | Time of day services are available or time-sensitive transportation needs; Travelers must plan for longer travel times, requiring flexibility in trip schedule and less at activity |
| Economic | Cost of services or to access technology to use services; Cost of travel limits affording basic goods, services, or saving. |
| Physiological | Serving users with physical or cognitive challenges or limited technology proficiency; Applies to families with young children |
| Social* | Serving low-income communities, minority communities, or people with limited English proficiency |

*Not evaluated as part of this equity assessment; MTA / RPD proposed programs within the park may affect Social barriers



JFK Drive Alternatives

1. **Open JFK Drive:** Pre-covid conditions plus limited programmatic improvements
2. **Car-Free JFK Drive:** Current configuration with programmatic improvements
3. **One-Way Vehicle Access:** Westbound vehicle from 8th Ave. to Transverse, with some programmatic improvements

Equity Assessment



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| | OPEN JFK | CAR-FREE JFK | ONE-WAY LOOP |
|---------------------------------------|----------|--------------|--------------|
| In-Park Shuttle Service Changes | ✗ | ✓ | ✓ |
| In-Park Shuttle Route/ Stop Changes | limited | ✓ | ✓ |
| Equity Priority Community CBO Shuttle | ✗ | ✓ | ✓ |
| 29-Sunset Improvements | ✓ | ✓ | ✓ |
| Wayfinding Improvements | limited | ✓ | ✓ |
| TDM Program | ✓ | ✓ | ✓ |

| | OPEN JFK | CAR-FREE JFK | ONE-WAY LOOP |
|--------------------------------------|----------|--------------|--------------|
| Construct New ADA Spaces (28) | ✓ | ✓ | ✓ |
| Demand Pricing in Garage | ✓ | ✓ | ✓ |
| Garage Parking Subsidy | ✗ | ✓ | ✓ |
| Garage Drop-Off Zones | ✗ | ✓ | ✗ |
| Bike Share Stations | ✓ | ✓ | ✓ |
| Passenger loading in Music Concourse | ✗ | ✓ | ✗ |

✓ Included in alternative

✗ Not included in alternative



Findings of alternatives: Baseline (pre-covid)

| | SPATIAL | TEMPORAL | ECONOMIC | PHYSIOLOGICAL |
|----------------------|-------------------------|-------------------------|-----------------------------|-----------------------------|
| Baseline (pre-covid) | many barriers to access | many barriers to access | moderate barriers to access | moderate barriers to access |

Many barriers existed related to the distance of the trip and time to make the trip. Free parking was heavily used during the busiest of times and paid parking in the Music Concourse Garage was expensive.



Findings of alternatives

| | SPATIAL | TEMPORAL | ECONOMIC | PHYSIOLOGICAL |
|------------------------|-------------------------|-------------------------|-----------------------------|-----------------------------|
| Baseline (pre-covid) | many barriers to access | many barriers to access | moderate barriers to access | moderate barriers to access |
| No Closure | + | + | ? | + |
| Full JFK Closure | + | + | + | ? |
| One-Way Vehicle Access | + | + | + | - |



Full JFK Closure

PHYSIOLOGICAL

Barriers for people who have physical or cognitive challenges, tech proficiency

- **Street closure of JFK removes 26 ADA spaces and 478 general parking spaces that can be used for parking and loading throughout the eastern half of GGP**
- + 28 new ADA spaces including 20 in a redesigned Bandshell Lot
- + **Music Concourse Garage drop-off area changes increase free passenger loading time**
- + **Access via MLK or through the Music Concourse Garage improves access by allowing all vehicles to use the Music Concourse white zones for passenger loading**
- + TDM Program improves access by improving traveler information and access for events

One-Way Vehicle Access

PHYSIOLOGICAL

Barriers for people who have physical or cognitive challenges, tech proficiency

- **Partial street closure of JFK removes 26 ADA spaces and 478 general parking spaces that can be used for parking and loading**
- + 28 new ADA spaces including 20 in a redesigned Bandshell Lot
- + TDM Program improves access by improving traveler information and access for events

Thank you.

sfcta.org/ggp-jfk-equity



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