



London N. Breed, Mayor
Philip A. Ginsburg, General Manager

Date: September 24, 2019

To: Phil Ginsburg, Sarah Madland, Lamonte' Bishop, Eric Andersen, Dana Ketcham, Toks Ajike and Stacy Bradley

From: Brian Stokle

Re: 2019 Golden Gate Park Parking Survey

Introduction

Golden Gate Park, with its many popular destinations and activities attracts great numbers to its recreational, pastoral, and cultural spaces. People access the park via walking, bike, transit, tour buses, taxi & ride hailing services, and by automobile.

The 2019 Golden Gate Park Parking Survey focuses evaluating how and where autos park in Golden Gate Park's popular eastern half (see Figure 1) and reviews parking management options. The Recreation and Park Department (RPD) used the following goals as guidance in developing the survey and report, which are evolved from the 2009 SFMTA parking study, "Proposal for Parking Management at Golden Gate Park".

- Improve access to the park by all modes, including autos, to ensure that people driving know where they can park and when parking facilities are full.
- Discourage the use of Golden Gate Park roadways and parking lots as long-term (i.e., 6+ hours) car storage by commuters or residents.
- Reduce vehicular congestion from cars looking for parking on the park's streets and in the Music Concourse Garage.



Improving parking management, auto, bike and pedestrian movement in the park will help achieve these overall goals, and the goals of the Golden Gate Park Master Plan.

The Golden Gate Park Parking Survey (2019) is meant to investigate the following items:

- Determine which areas of eastern Golden Gate Park are experiencing parking at near full capacity or “over capacity” parking where crushload parking levels and illegal parking push occupancy levels past 110%.
- Compare parking patterns to the previous parking study conducted by the SFMTA in 2009.
- Review how parking patterns have changed since the implementation of John F. Kennedy Drive’s parking protected bike lanes were installed in 2012.
- Determine how long cars are parking in different parts of the park on different days; in particular, focusing on employees parking for 8 or more hours at a time.
- Provide an overview of recommended management tools and programs, both new and from previous studies.

In addition, the survey seeks to see how parking occupancy and durations vary on different days of the week and hours of the day, and in different areas of the park:

- Weekdays: when all streets are open
- “Winter” Saturdays: when all streets are open from October to April
- “Car-Free” Saturdays: when JFK Drive is closed from Hagiwara Tea Garden Drive (at the Music Concourse) to Transverse Drive from April to October.
- Sundays: when JFK Drive is closed from Kezar Drive to Transverse Drive.

Context

Golden Gate Park covers 1,017 acres and has over 15 miles of roadways within its borders. It is a popular attraction for San Franciscans, regional visitors, and tourists alike. The park also includes several major institutions and holds many large events throughout the year. The park is largely surrounded by medium density residential neighborhoods, some commercial districts, as well as several major employment centers such as St. Mary’s Medical Center and UCSF.

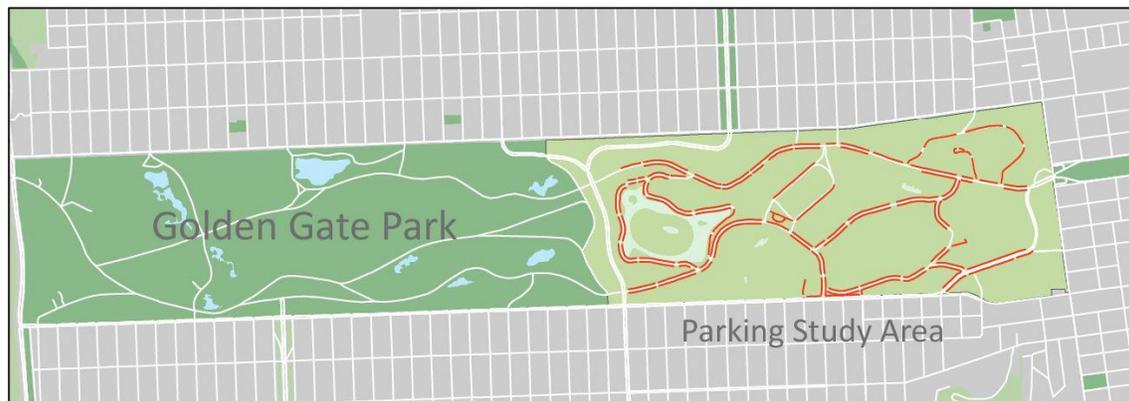


Figure 1 Parking study examined parking in the eastern half of park.

Parking Supply and Inventory

The eastern portion of Golden Gate Park (east of Transverse Drive) has approximately 1,884 free parking spaces (on-street and lots) within the park, including approximately 58 disabled spaces. The park has 836 paid parking spaces in the Concourse Parking Garage and Bandshell parking lot combined, and 278 paid parking spaces in the Kezar parking lot. In addition, there are approximately 55 employee spaces, 45 passenger loading spaces in the eastern half and 43 other reserved parking spaces at the Kezar Lot including carsharing services and electric charge stations. In total there are approximately 2,998 public parking spaces available within the eastern portion of the park, 63% of which are free. (see Table 1 and Figure 2)

Golden Gate Parkwide Available Parking

Table 1 – Parking spaces throughout the park (2019 for eastern and 2009 for western)

Location	Free on-street	Free off-street	Paid on-street	Paid off-street	TOTAL
Eastern (excluding Kezar Lot)	1,791 (1,752 in 2009)	93	0	1,114	2,998
Western	2,002	402	0	0	2,404
Total	3,793	495	0	1,114	5,402

Parking Supply, Eastern Golden Gate Park



Figure 2 Parking Supply of the eastern half of Golden Gate Park

Eastern park and JFK Drive parking supply changes

In 2009 SFMTA conducted a parking supply survey of the western and eastern halves of the park, which found 3,047 paid and free spaces in the Eastern half of the park, and 2,404 spaces in the Western half.

Based on a Rec and Park parking inventory in 2019, the parking supply has increased by 39 spaces since 2009 due to changes that have increased and decreased spaces, including street design changes and the closure of Arguello Boulevard at Frederick Street. In addition, new red curb painting and red curbs fading have changed the parking supply gradually over time. The parking supply of on-street free spaces has shifted slightly from approximately 1,752 spaces in 2009 to approximately 1,791 spaces in 2019, a net gain of 39 spaces.

Based on observations in the field, it appears that the growth in parking spaces come from a combination of the following:

1. JFK Drive cycle track (2012), which reduced JFK Drive's parking supply (see below).
2. New red curb painting and red curbs fading have changed the parking supply gradually over time, with new red curbs sometimes removing spaces, while curbs losing most or all of their red paint effectively creating new parking spaces.
3. Locations where no curb exists, but a dirt or grass shoulder provides enough space for parking. The SFMTA count methodology in 2009 may have differed and not have considered these locations.



The [2013 SFMTA JFK Drive Study](#) indicated that although 80 parking spaces¹ along JFK Drive were removed, public perception of parking availability improved slightly. In fact, after the JFK cycle track² was built, a greater proportion of people rate the ability to find parking as good or somewhat good. Note, the parking behavior and encroachment of parked cars into the JFK cycle track buffer and lane are not covered quantitatively in this report. More information can be found in the 2013 JFK Drive Study.

Note that when the 2019 Parking Survey was conducted, some of the treatments of the Golden Gate Park Traffic Safety Project³ had been installed, including raised crosswalks and red striping in the JFK Drive no parking buffer zones. These changes may have contributed to minor adjustments in the parking inventory.



Figure 3: Car parked in JFK buffer open to the public on weekends.



Figure 4: McLaren Lodge Lot. Employee only during the week, but

¹ Approximately 80 parking spaces were removed in the installation of the JFK Drive cycle track.

² The JFK Drive cycle tracks is also considered a Class IV bikeways and a parking protected bike lane.

³ The Golden Gate Park Traffic Safety Project was begun in 2016, and has including installation of multiple speed humps, raised crosswalks, and other treatments to reduce speeds and improve conditions for pedestrians and cyclists in the park. The final treatments are being installed in late 2019.



Disable parking zone in blue paint on JFK Drive



Floating red parking restriction paint on JFK Drive.

Table 2 –Parking space supply by day in the eastern half (2019 survey)

2019 Parking Supply of Golden Gate park	Free on-street and lot spaces east of Transverse	Music Concourse Garage & Lot	Kezar Lot	TOTAL	Parking Spaces difference (spaces)	Parking Spaces difference (%)
Weekday Capacity	1,884	836	278	2,998	0	0%
Saturday "Car Free" Capacity	1,679	836	278	2,793	-205	-7%
Sunday Capacity	1,368	836	278	2,482	-516	-17%

Specific on-street spaces in the park are not marked apart from disabled parking spaces, which have blue paint and blue disabled signs. White passenger loading zones do not have specified marked spaces but are marked by white curbs and signage. The number of spaces were determined by considering one space to be 20 feet long, as the SFMTA has counted on-street spaces. Although 20 feet is the standard, more cars may legally park than this calculated capacity due to shorter vehicle lengths, and parking very close together.

Three parking lots were counted in the survey, and are included in the free space inventory:

- Bowling Green Lot (48 spaces)⁴
- Robin Williams Picnic Area Lot (34 unmarked spaces)
- Stow Lake Boathouse⁵ lot was included in the Stow Lake Drive on-street parking counts. (approximately 18 spaces, including 10 spaces between the lot area and Stow Lake Drive East.)
- The Music Concourse Lot⁶ behind the Bandshell (36 spaces for buses and paid parking) was not counted in overall free space inventory, as it is a paid parking lot.

⁴ The Bowling Green Lot has at total of 48 publicly available spaces, including 3 disabled spaces. In addition, there are 7 employee parking spaces.

⁵ The Stow Lake Boathouse lot has a total of 18 publicly available spaces, including 3 disabled spaces. In addition, there are 5 employee spaces.

⁶ The Music Concourse Bandshell Lot has 36 spaces, including 5 disabled parking spaces.

- The County Fair Building Lot (~43 employee parking spaces) and the McLaren Lodge Lot (~45 employee and Lodge visitor spaces) were not counted in overall inventory as they are generally employee only lots. McLaren Lodge Lot *is available to the general public on weekends*, but was not counted for occupancy due to its location farther east than most destinations.

Other lots not counted in the survey include:

- Kezar Lot (342 parking spaces, including 278 paid parking spaces and many designated spaces for park rangers, rideshare vehicles, and recharging stations)
- Park Aid Station Lot (~21 employee only spaces)
- Kezar Pavilion (~30 employee only spaces)



Kezar Parking lot with Kezar Pavilion in background



Kezar Parking Lot entrance at Stanyan St with UCSF buildings

Parking Regulations

Golden Gate Park has several parking regulations to assist in parking management.

1. Monday through Friday, streets in the east half of the park have 3- or 4-hour parking restrictions from 7am to 6pm. These restrictions do not apply on Saturdays or Sundays. (See Figure 4)
2. The strategy was implemented in 2005 to reduce of parking by commuters.
3. No parking is allowed anywhere on park streets between 10pm and 6am on any day.
4. Some segments of streets have no-parking indicated with red curbs and/or “no parking” signs.
5. Restricted parking includes passenger loading zones (white curb), bus zones, and disabled parking (blue curbs).



Figure 5 - Time Limited Parking in and around Golden Gate Park



Parking time limit sign on JFK Drive

All on-street parking in Golden Gate Park is free, in addition to the three small lots and McLaren Lodge during weekends. Paid-parking facilities are located at the Music Concourse Garage and Lot and the Kezar Stadium Lot.

Music Concourse Parking Garage

Music Concourse Garage rates vary slightly between weekdays and weekends, with weekends \$1 more per hour than on weekdays. The garage has a monthly permit program that charges \$240 per month, which comes to roughly \$11.42 per day⁷ as compared to the \$29 per day by paying by the day and hour. Adjacent on-street parking has a \$0 per hour and \$0 per day rate, although street parking near the Music Concourse has a 4-hour time limit on weekdays.

Table 3 - Music Concourse Garage Pricing Structure

Hours	Weekdays	Weekends	Monthly Parking
Dropoff (< 15 min)	\$0	\$0	
First hour	\$5.25	\$6.25	
Every hour after 1 hour	\$5.25	\$6.25	
Maximum / Daily	\$29.00	\$33.00	\$240, ~\$11.07 per day (~60% less than paying the daily \$29 weekday rate)
Evening Flat Rate (after 5:30p)	\$17.00	\$17.00	

Based on posted sign of parking rates March 21, 2019



Figure 6 – Music Concourse garage tunnel connecting the two sides of the garage. Congestion along MLK Drive.

Kezar Stadium Parking Lot

The Kezar Stadium Parking Lot is located at the southeast corner of Golden Gate Park beside Kezar Stadium and Kezar Pavilion. Although distant from the major cultural attractions of the park, it offers paid parking at a lower rate that has available parking, especially on weekends. The lot has 342 overall spaces with a variety of parking spaces including: 278 general paid parking spaces, monthly parking, 38 carshare spaces (ZipCar and Getaround), 5 electric car charging stations, 9 disabled parking spaces, and 12 park ranger designated spaces. General parking there had the same pricing on weekdays and weekends. Special events are charged a \$13 event flat fee.

⁷ Daily parking fee for a monthly permit assumes 5 days a week of parking all year long, with an average 21.6 work days per month.

Overall the rate to park in the Kezar Parking lot is \$3 per hour from 0 to 3 hours, however, the rate changes a few times once the fourth hour begins.

Table 4 – Kezar Parking Lot Pricing

Hours	Rate	Total Fee
First hour	\$3 / hour	\$3.00
2 nd hour	\$3 / hour	\$6
3 rd hour	\$3 / hour	\$9
4 th hour	\$4 / hour	\$13
5 th hour	\$2 / hour	\$15
6 th hour	\$3 / hour	\$18
7 th hour	\$2/ hour	\$20
8 th hour	\$3/ hour	\$23
Maximum Fee	\$23	\$23
Monthly resident	\$160 / month	
Monthly Senior	\$60 / month	
Monthly Commercial (Mon-Fri)	\$185 / month	
Lost Ticket Feet	\$18	
Validated Ticket Book (100 stickers)	\$150 / book	



Figure 7 - Kezar Stadium Parking Lot with UCSF Parnassus Heights in the background.

The parking fee is set by Park Code Sec. 12.08 and is regularly increased according to the CPI⁸ by the Office of the Controller. Fees are rounded to the nearest dollar. Note that the Kezar Parking Lot was not a focus of this parking survey. Only two sample counts were taken. Accordingly, the lot is not included in the overall occupancy and turnover counts.

Based on the parking lot’s operation data, there are 307 monthly passholders (UCSF, residents, seniors, others). During the few times parking was counted there on weekends, it was anecdotally observed that people parking appeared to be predominantly UCSF employees or visitors/tourists.

Survey Methodology

Parking occupancy and parking duration (aka parking turnover) was determined through surveyors walking specified routes within the park, recording the last four digits of parked cars’ license plate numbers to both establish occupancy at that moment, as well as how long cars were parked in a particular street segment. Parking surveys were conducted between March 21 and April 14, 2019 by Rec & Park staff along with volunteers of San Francisco Bike Coalition and Rec & Park volunteers who gave their time to conduct this survey. In all, volunteers conducted roughly 310 total hours of data collection over eight days. In addition, volunteers provided approximately 110 hours of data input time.

The surveys were conducted with a team of 16 people per day.

- Weekdays: March 21 (Thursday), and April 10 (Wednesday)
- Saturdays with JFK open: March 23, and 30
- Saturday under “car-free Saturdays” April 13, and September 7
- Sundays: March 24, 31, and April 14

⁸ CPI = Consumer Price Index

Parking counts were conducted between 9am and 5pm each day, with 2-hour intervals. Due to the high number of locations to count, and the varying number of volunteer surveyors on each day, some segments were not counted on some days or parts of days.

Note that parking capacity on streets, mostly unmarked, were calculated to be 20 feet long.

Summary of Findings / Parking Demand

Parking in the eastern part of the park fills to capacity, or to a minimum of 90% occupancy for most of the area by 1pm which is generally the highest occupancy period. Exceptions are noted below. Parking Maps are located at the end of the report.

Table 5: Parking occupancy within eastern Golden Gate Park and Concourse Garage

	Weekdays 1-3pm	Saturdays (winter) 1-3pm	“Car Free” Saturdays 1-3pm	Sundays 1-3pm
Free Parking (on-street & lots)	89%	131%	86%	96%
JFK Drive Only	87%	111%	102%	Car-free
Concourse Garage Parking	49%	92%	86%	91%
Free parking changes	<ul style="list-style-type: none"> 100% of on-street spaces available 	<ul style="list-style-type: none"> 100% of on-street spaces available McLaren Lodge Parking 	<ul style="list-style-type: none"> Roughly -205 (-7%) on-street spaces lost on JFK McLaren Lodge parking is added 	<ul style="list-style-type: none"> Roughly -516 (-32%) on-street spaces lost re: weekdays McLaren Lodge parking is added.



Golden Gate Park East - Saturday Open Parking Occupancy 1:00 PM

█ <50%
 █ 51-70%
 █ 71-90%
 █ 91-110%
 █ >110%
 Loading Zone



Golden Gate Park East - "Car Free Saturday" Occupancy 1:00 PM

█ <50%
 █ 51-70%
 █ 71-90%
 █ 91-110%
 █ >110%
█ Street Closed
 Insufficient Data
 Loading Zone



Golden Gate Park East - Sunday Parking Occupancy 1:00 PM

█ <50%
 █ 51-70%
 █ 71-90%
 █ 91-110%
 █ >110%
█ Street Closed
 Loading Zone



AREAS of Available parking (more than 30% available) from 1pm to 3pm

	Weekdays	Saturdays (winter)	Car-Free Saturdays (summer)	Sundays
JFK West	Yes	No	Car-Free	Car-Free
JFK East	No	No	No	Car-Free
Conservatory Dr & Dahlia Garden	Yes	Yes	Yes	Car-Free
Nancy Pelosi and MLK Central	No	No	No	No
MLK East/Bowling Green	Yes	Yes	No	No
Music Concourse Garage	Yes	No	No	No
MLK West	n/a	No	No	No
Stow Lake Drive	n/a	No	Yes	No
Kezar Drive	Yes	Yes	Yes	Yes

Weekdays

- Most areas fill to capacity by 1pm (89% overall) with the following exceptions:
 - JFK west of Stow Lake (22% occupied)
 - Conservatory Drive (East and West) (59% occupied)
 - MLK near Bowling Green, as well as the north side of Kezar Drive (58% occupied)
 - The Concourse Garage only reaches near 60% capacity at midday.
- Filling beyond capacity occurs most along JFK Drive and MLK near the museums and County Fair Building

Saturdays (with full auto access)

- Most areas fill to near capacity by 1pm (131% overall) with the following exceptions:
- Areas with less than 90% parking occupancy occur on:
 - Conservatory Drive East (59% occupied at 1pm, but up to 89% at 3pm)
 - Kezar Drive and the Koret Children’s/Bowling Green Drive Area (58% occupied)
- The Concourse Parking Garage is (92%) from 11am to 3pm
- Stow Lake and Conservatory Drive West fill to above 90%.

Saturdays “Car Free”

- Many areas fill to near capacity by 1pm (86% overall) with the following exceptions:
- Areas with less than 90% parking occupancy occur on:
 - Stow Lake Drive (32% occupied at 1pm)
 - Conservatory Drive East (61% occupied at 1pm)

- Kezar Drive and the Koret Children’s/Bowling Green Drive Area (50% occupied, although the Bowling Green Lot was closed during count)
- The Concourse Parking Garage is (90%) from 11am to 3pm

Sundays

- JFK Drive, Conservatory Drive, and parts of Stow Lake Drive and Nancy Pelosi Drive are closed on Sundays.
- Nearly very open street segment fills to capacity by 1pm (96% overall)
- The Concourse Parking Garage is full (92%) from 11am to 3pm



Figure 8 - street parking along JFK Drive

Findings: Duration and Turnover

Parking duration and turnover findings focuses on vehicles parked 8 hours or more in a street segment. In general, it is assumed that most of these vehicles are not park visitors, but rather most likely employees (e.g. DeYoung, Rec & Park, Cal Academy, other employees) using park streets to park their cars. In lower numbers employee parking on streets does not make a significant impact. However, when street segments have 40% or more cars taking up parking spaces, this reduces the number of spaces available to park visitors who want to recreate or visit cultural sites.

The measurement used for parking duration is space hours. For example, imagine a street segment with 10 parking spaces. If the segment is full for 8 hours, then 10 cars filled up 8 hours, occupying 80 space hours. The where vehicles reached a 40% space hour threshold or higher are highlighted.

Overall duration of stay in the park was much shorter than in the areas behind museums and near McLaren Lodge, as shown in the Table 6.

Table 6 - Percentage of space-hours occupied by cars parked 8-hours or longer

	Eastern Side Overall	Adjacent to Institutions
Weekdays	21%	57%
Saturdays (winter)	20%	45%
Sundays	10%	40%

Vehicles parked for 8 hours occupying 40% or more of available space hours occurred in the following locations:

- JFK Drive: from 10th Ave to the Rose Garden, behind the DeYoung Museum, especially nearest to the DeYoung loading dock
 - (weekdays and Saturdays)

- Conservatory Drive East: from JFK Drive to near the Horseshoe Pits.
 - (weekdays only)
- Nancy Pelosi Drive: from MLK Drive to AIDS Memorial Grove Crosswalk, especially between the Cal Academy entrance and the west loading dock.
 - (weekdays, Saturdays, and Sundays)
 - intensity varies by location each day. However, at least two sections of parking experience over 40% of space hours occupied by cars parked for 8 hours.

Although there is no clear way to know who is parking eight hours a day, whether on weekdays when it is restricted to 3 or 4 hours, or on weekends when all day parking is allowed. Based on the locations, and the fact that the parking garage charges for parking, unlike free street parking, the cars parking eight hours are most likely employees of neighboring employment sites: DeYoung employees parking on JFK, Cal Academy employees parking on Nancy Pelosi, and Rec Park employees, or St. Luke's Hospital employees along Conservatory Drive.

Golden Gate Park East - Weekday TURNOVER - Capacity



Golden Gate Park East - Saturday Streets Open TURNOVER (Capacity)



Golden Gate Park East - Sunday TURNOVER (Capacity)



Note that in the southeast portion of the park, along Kezar Drive near UCSF, and the east end of MLK Drive, levels of 8-hour or longer parking by cars were very low, averaging around 11%.

Note that areas surveyed on April 13, a Car Free Saturday, that insufficient data was collected due to being shorthanded on the number of surveyors that day. A follow-up survey on Saturdays this year are highly recommended to provide more examples of parking occupancy and duration during a Car Free Saturday. By contrast, the only other survey area outside of the park that experienced over 50% space hours by 8-hour vehicles was Lincoln Way between 9th Ave and 7th Ave, which is in a residential permit zone and 9th and 10th Ave, which is unrestricted on weekends.

Findings: Occupancy

As mentioned earlier, much, if not all of the park's eastern streets and parking lots fills to occupancy, especially on weekends. All these spaces are free of charge.

The Music Concourse Parking Garage, which charges for parking, does not fill beyond 60% on the weekdays observed, and based on garage gate counts. Surveyor observations noted that the garage was less than half-full on a weekday, March 21st in the late afternoon. On the weekends, in contrast, the parking garage virtually fills to capacity, averaging 92% on Saturdays and 93% on Sundays, both by 11am.

In general, most of the park's streets reach or exceeds capacity, especially in the afternoon. This is less wide spread during weekdays. Parking on Saturdays, with and without the closure on JFK, saw some minor differences, but overall, the park was still filled in mostly the same locations. Supplemental data collection on "Car Free" Saturdays in the future may shed a light on whether parking behavior is the same or different regardless of whether part of JFK Drive is closed.

2009 / 2019 survey comparisons

When comparing the 2009 parking survey to the 2019 parking survey, its first important to note:

1. The 2009 survey counted cars in a larger area, including park edge streets (Fulton, Lincoln, Stanyan) as well as some public and employee parking lots not counted in 2019.
2. The 2019 survey counted cars every 2 hours over an 8-hour period. In contrast, the 2009 survey only counted cars ever 4 hours (9a-5p on weekdays, and 11a-3p on weekends.) Consequently, the duration of stay/turnover was measured for a longer period of time in the more recent study.

Weekdays in 2009 were similar in occupancy to 2019, although there is an overall trend for slightly higher occupancy rates in 2019.

Saturdays, were difficult to compare as the previous study didn't show maps of the winter parking occupancy, and the Car-Free Saturday data was not sufficiently taken in 2019.

Sundays, were very similar in very high occupancy rates in both 2009 and 2019.



Figure 9 – Connecting tunnel between the two halves of the Concourse Parking Garage

Findings: Congestion

Field surveyors observed how frequent traffic backups occurred at the two Music Concourse garage entrances (north at Fulton St/10th Ave, and south at MLK Drive/Music Concourse Drive), with one garage entrance lane and one exit lane at each location. In addition, parking garage data showing which lanes cars entered and exited was also acquired.

In the field, surveyors noted that on many weekends, MLK Drive backed up with both traffic trying to enter the parking garage and overall park street traffic, generally between 11 noon and 2 pm. In contrast, little to no backup traffic was observed trying to access the garage from Fulton Street to the north. However, some cars entered the driveway but turned around quickly, either not realizing this was a parking garage entrance or realizing they would have to pay to enter the garage and park. Note that on Saturday, September 7, no traffic backups were observed. Most other days had some major museum event or other institution conducting a major event when the data collection occurred.

Parking garage entry lane data showed that on average, on weekdays, cars entering the garage favor the south entrance from MLK, with 58% of vehicles entering here throughout the day. However, it is on the weekend when the MLK entrance is favored nearly 2 to 1 over the Fulton entrance with cars. (See Table 6). The MLK entrance accounted for 66% of Saturday and 65% of Sunday entries. In contrast, exits are more equal, with exits to the south ranging from 45- 53% of the share. The more equal distribution of exiting cars is likely from the garage filling up, regardless of which part was entered, and the closest exit being used to leave.

Table 7 – Proportion of garage entries by location and day

	Weekdays	Saturdays	Sundays
North - Fulton - DeYoung	42%	34%	35%
South - MLK - Cal Academy	58%	66%	65%

Considering both the traffic backups on MLK on weekends to access the garage, and that 2/3 of garage users on weekends enter from the south, a simple way to relieve congestion would have more cars entering at Fulton and 10th Ave.



Findings: Illegal Parking and crush load parking behavior

As mentioned above, parking spaces were calculated at 20 feet in length, unless marked. Vehicle lengths vary, as do how close cars are parked. Accordingly, a section that may have an “calculated capacity” of 20 cars, may in fact support 22 cars. Considering this, on the maps, we only marked occupancy above 110% as being over capacity.

In the field, observations of crush load parking were observed:

- Along JFK Drive along red lane zones and in the bike buffer where a parking space was not marked, yet the car could fit (or sometimes not fit) within the hash marked buffer). On weekdays, and Saturdays in the winter, JFK Drive has roughly 376 space capacity. However, the parking occupancy on Saturdays reached over 416 cars parked in this segment, meaning a calculated occupancy rate of over 110%.
- Along other streets, red zones and occasionally curb ramps and driveways were blocked.
- Along Lincoln Way, where parking was counted along the neighborhood side of the street, only a few spaces are “legal”, however many people, often residents, will parking in front of a driveway.
- Along Stow Lake Drive, legal and illegal parking spaces are not so clear, especially along the southern and western side where no curb exists, but in many instances enough room exists to park. However, this makes the driving lane quite narrow, but still passable.

Parking Summary

In conclusion, Golden Gate Park is a very popular destination all days of the week. Parking generally fills up on weekdays, however availability remains around Stow Lake and on Conservatory Drive.

Saturdays and Sundays, when almost all streets and the parking garage fill to capacity. In fact, some streets experience a crush load of parking occupancy where many people parking will park illegally, especially on JFK Drive.

Long-term parking occurs behind the museums weekdays and weekends, as well as beside the Lodge on Conservatory Drive, however only on weekdays.

Recommendations

PARKING MANAGEMENT

Enhancing enforcement of time limited free parking would demonstrate to parkers that the parking limits are what they say they are, and that they are enforced. Rolling out an enhanced enforcement operation would require coordinating with SFMTA parking enforcement and RPD park rangers to establish enforcement patterns, and potentially having a warning period to park goers of a month before violations were issued.

Extend parking the 3- and 4- hour parking time limits to weekends would aid in better managing parking demand on weekends, when parking is in most demand. However, even with time limited parking, many park goers only stay for 3 to 4 hours so this may be less affective to a park goer, but may discourage employees from parking in the park all day.

Charging for parking in the park would allow for better management of parking, raise revenue and reduce vehicular congestion to some extent. The 2009 SFMTA report reviewed three payment methods: entry booths, pay-and-display pay stations, and pay-by-space meters, recommending the pay-and-display as the best option. Since 2009 other methods of payment may be available, including use of smart phones and online reservations. Pricing of parking, if implemented, as mentioned in the 2009 study, would be enforced 365 days per year, and in effect all day long, and into evenings during evening events. Cost per hour could vary by time of day, and by location, such as having parking near the institutions being at a slightly higher rate to reduce commute parking near them. Further review of paid parking policy and methods would need to be made if paid parking is to be fully considered and implemented to manage parking. More can be found in the 2009 SFMTA Proposal for Parking Management at Golden Gate Park.

CONGESTION

Addressing roadway congestion, especially vehicles entering parking garage along MLK Drive would greatly enhance the park experience, and also reduce congestion that spills onto Lincoln Way and 9th Ave in the Inner Sunset neighborhood. This congestion also affects Muni's 44 O'Shaughnessy bus service into the park.

Some ways of addressing this congestion include:

- Directing park visitors to enter at the north garage entrance, at Fulton St, where fewer cars enter. Wayfinding signage could be added along Fell Street and along Highway 1 to alert drivers that garage entrance is best accessed at Fulton. No Golden Gate Park garage or other parking signs exists along these streets currently, and would require coordination with SFMTA, and Caltrans.
- Along MLK Drive itself, reallocating roadway space may address some of the congestion here. Designating a right turn only lane from Nancy Pelosi Drive to Music Concourse Drive would reduce some of the congestion of cars along MLK Drive. Working out a loading zone for Shakespeare's Garden would be needed, possibly adding a loading zone on Nancy Pelosi Drive. Further study would be needed to explore a roadway design solution.

FURTHER STUDY

Further studies should examine the traffic and traffic backups on the weekends when the survey observed "gridlock" along MLK Drive and Nancy Pelosi Drive. when cars were either not moving or barely moving between 11am and 2pm.

APPENDIX 1 – Parking Occupancy and Turnover Maps (2019)

Weekday Occupancies, 2019

Golden Gate Park East - Weekday Parking Occupancy

9:00 AM

— <50%
 — 51-70%
 — 71-90%
 — 91-110%
 — >110%
 Loading Zone



On-Street occupancy: 49%

Golden Gate Park East - Weekday Parking Occupancy

11:00 AM

— <50%
 — 51-70%
 — 71-90%
 — 91-110%
 — >110%
 Loading Zone



On-Street Occupancy: 64%

Golden Gate Park East - Weekday Parking Occupancy

1:00 PM



On-Street Occupancy: 78%

Golden Gate Park East - Weekday Parking Occupancy

3:00 PM



On-Street Occupancy: 73%

Saturdays- All streets open – Occupancies, 2019

Golden Gate Park East - Saturday Open Parking Occupancy

9:00 AM



On-Street Occupancy: 49%

Golden Gate Park East - Saturday Open Parking Occupancy

11:00 AM



On-Street Occupancy: 61%

Golden Gate Park East - Saturday Open Parking Occupancy

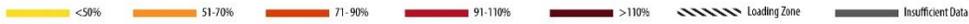
1:00 PM



On-Street Occupancy: 82%

Golden Gate Park East - Saturday Open Parking Occupancy

3:00 PM



On-Street Occupancy: 85%

“Car Free Saturday” Occupancies, 2019

Golden Gate Park East - “Car Free Saturday” Occupancy

9:00 AM



Golden Gate Park East - “Car Free Saturday” Occupancy

11:00 AM



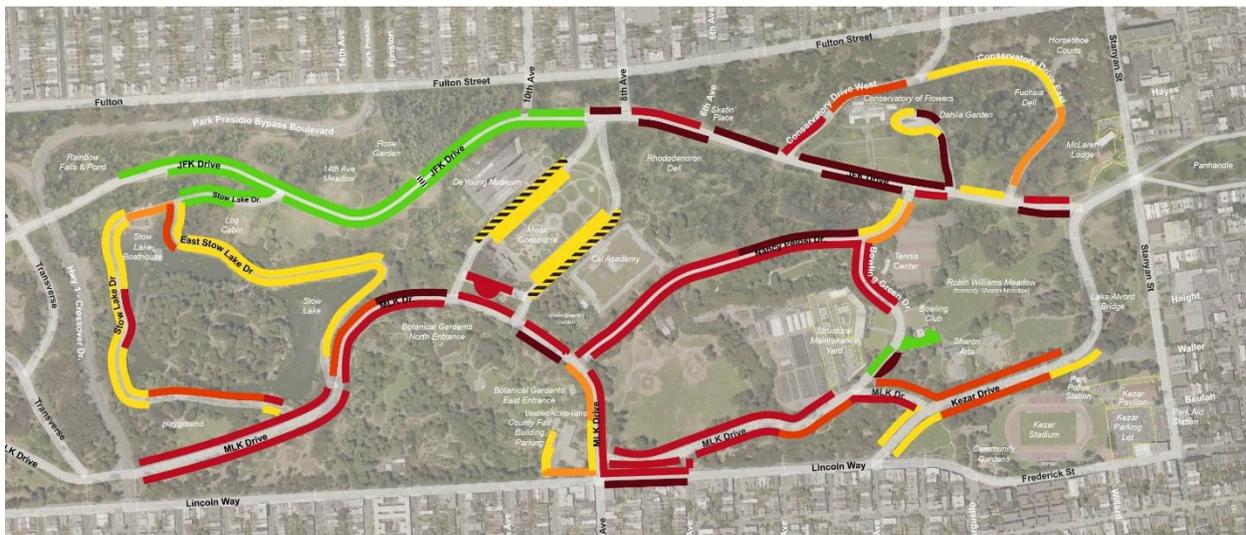
Golden Gate Park East - "Car Free Saturday" Occupancy

1:00 PM



Golden Gate Park East - "Car Free Saturday" Occupancy

3:00 PM



Sunday Occupancies, 2019

Golden Gate Park East - Sunday Parking Occupancy

9:00 AM



On-Street Occupancy: 71%

Golden Gate Park East - Sunday Parking Occupancy

11:00 AM



On-Street Occupancy: 94%

Golden Gate Park East - Sunday Parking Occupancy

1:00 PM



On-Street Occupancy: 91%

Golden Gate Park East - Sunday Parking Occupancy

3:00 PM



On-Street Occupancy: 89%

Turnover – Cars parked long term, 2019

Golden Gate Park East - Weekday TURNOVER - Capacity

█ >50% space hours by 8 hour parked cars
 █ 40-50% space hours
 █ <40% space hours occupied by 8 hour cars
 Loading Zone



Golden Gate Park East - Saturday Streets Open TURNOVER (Capacity)

█ >50% space hours by 8 hour parked cars
 █ 40-50% space hours
 █ <40% space hours occupied by 8 hour cars
 Loading Zone



Golden Gate Park East - Sunday TURNOVER (Capacity)

>50% space hours by 8 hour parked cars 40-50% space hours <40% space hours occupied by 8 hour cars Street Closed Loading Zone



APPENDIX 2

2009 Parking Occupancy Maps - Weekdays



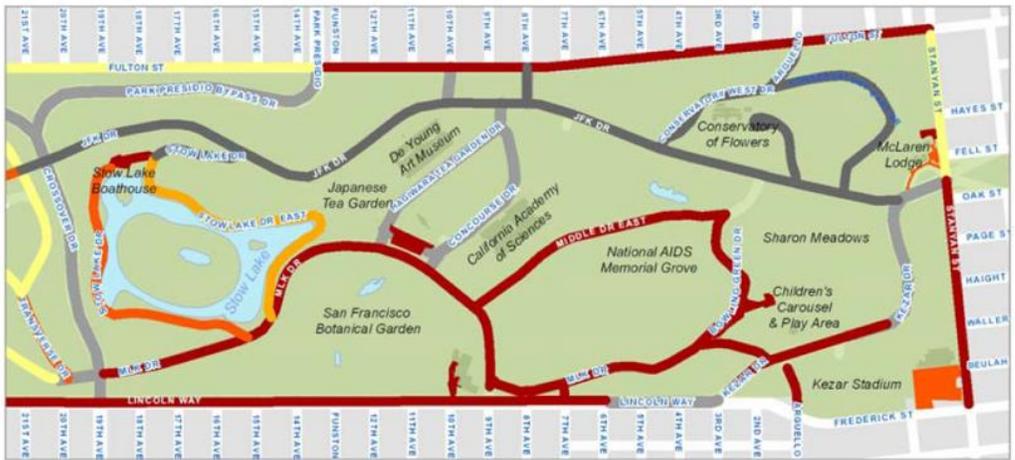
Weekday Parking Occupancy in Golden Gate Park

■ < 50%
 ■ 51-70%
 ■ 71-90%
 ■ > 90%
 ■ Parking Prohibited

2009 Parking Occupancy Maps – Sundays



11:00 am



3:00 pm

Sunday Parking Occupancy in Golden Gate Park

