

Golden Gate Park Stakeholder Working Group

Values, Facts, and Context Memo

Relevant Documents

To view relevant studies, plans, resolutions, and community feedback heard so far, visit sfcta.org/golden-gate-park-access-resources

Agreements For a Creative & Courageous Conversational Space

- S** Speak from your own perspective or the perspective of your stakeholder group. It's more helpful to the group process if you express feelings, thoughts, reactions, and values rather than judgment and blame. Pause as needed—sometimes slower is faster when it comes to conversations that really matter. When speaking to others in the group please be mindful of their gender pronouns if specified. Please raise your hand before speaking so the facilitator can call on you in order.
- L** Listen deeply to the underlying values and meaning of what others are saying. Assume that you might get triggered at moments. Don't worry about being perfect; your intention to engage here is enough. Work to hold compassion for yourself and others.
- O** Own your concerns, issues, needs as such rather than projecting them onto others. If you want to speak for a voice not represented in the room please do so by acknowledging that you are taking on that voice. Also, take ownership for maintaining confidentiality about any details anyone else shared. Refrain from any recording or photo/screen shots unless you receive permission.
- W** Wisdom abides in each individual and this community; try to trust the process, and let the facilitator guide the group. Of course if something seems very off, by all means bring it up. Work with the polarity of meeting your needs and letting the group flow. Be open to the discomfort of ambiguity; not all issues can get closure in one day. Respect and share time. When asking questions, please be as concise as possible.

Values

Core Values

- Deep love for the park. A real appreciation for the treasure it is to SF, the state, to residents and tourists.
- Overwhelming real and heartfelt empathy expressed by each person interviewed for the needs of all the stakeholders represented in the group.

Other Common Values

- Climate and sustainability
- Equity of access for people with disabilities, elders, families, those living outside the Richmond or Sunset, tourists, and business people.
- Safety for bikers, walkers, museum and park employees during the day and night.
- Signage that is clear, readable, and helpful.
- Greatest good solution that is data driven and collaboratively developed by this group with input from the larger community.

Additional Needs Heard

- Develop a phased solution with short and medium-term solutions moving toward a long-term vision.
- Facilitate community healing from previous planning around JFK Drive.
- Define a clear path for traffic through the park which doesn't impede goods, services, customers or employees.
- Maintain employee parking for those who can't afford the garage.

City Goals and Guiding Policy

Draft City Goals

1. Improve Access for All Users, To and Within the Park
2. Safety for All Users
3. Prioritize Park Experience and Support Special Events
4. Support Park Institutions
5. Discourage the Use of Park Roadway for Long-Term Parking
6. Discourage Pass-Through Traffic on Park Roadways

The Golden Gate Master Plan (1998)

Circulation Objective

Create and maintain a parkwide system of recreational roadways, pathways, and trails. Minimize motor vehicular traffic.

POLICY A: ACCESSIBILITY Access must be provided to all park activity areas and programs, including access for persons with disabilities, senior citizens, and families with young children.

POLICY B: PEDESTRIAN CIRCULATION Provide an accessible pedestrian circulation system that promotes safe and enjoyable pedestrian activities.

POLICY C: BICYCLE CIRCULATION Provide for the safe and convenient use of the bicycle as a means of recreation and transportation to, within, and through Golden Gate Park.

POLICY D: MOTOR VEHICLE CIRCULATION Create a park roadway system that allows internal park motor vehicle circulation and provides access to park facilities.

POLICY E: NONPARK TRAFFIC Restrict nonpark motor traffic to designated throughways (streets on edges of park) in a manner that fully separates business, shopping, and commute traffic from the park experience.

POLICY F: REMOVAL OF PARK ROADWAYS Roadways that are not required for access to park facilities, and are not part of the designated throughway system, should be removed and replaced with appropriate landscaping and recreational pathways. Access requirements must reflect public safety, park operations, internal transport, and address federal and state accessibility regulations.

SFMTA Strategic Plan

OBJECTIVE 1.1: Achieve Vision Zero by eliminating all traffic deaths.

OBJECTIVE 2.3: Manage congestion and parking demand to support the Transit First Policy.

OBJECTIVE 3.1: Use agency programs and policies to advance San Francisco's commitment to equity.

OBJECTIVE 3.4: Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change.

Recreation and Parks Department Strategic Plan

Strategies

1. Inspire Place

OBJECTIVE 1.2: Strengthen the quality of existing parks and facilities

OBJECTIVE 1.3: Steward and promote good park behavior

OBJECTIVE 1.3C: To increase pedestrian and bike safety in Golden Gate Park: test pilot strategies to improve traffic and circulation, and conduct circulation study to develop long term recommendations regarding GGP's traffic

2. Inspire Play

OBJECTIVE 2.2: Strengthen and promote the safety, health and well-being of San Francisco's youth and seniors

3. Inspire Investment

OBJECTIVE 3.1: Increase public investment to better align with infrastructure needs and service expectations.

San Francisco General Plan

Transportation Element

POLICY 1.2: Ensure the safety and comfort of pedestrians throughout the city.

POLICY 1.6: Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate

POLICY 14.4: Reduce congestion by encouraging alternatives to the single occupant auto through the reservation of right-of-way and enhancement of other facilities dedicated to multiple modes of transportation.

POLICY 18.2: Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, nor eliminate the efficient and safe movement of transit vehicles and bicycles.

POLICY 23.9: Implement the provisions of the Americans with Disabilities Act and the city's curb ramp program to improve pedestrian access for all people.

POLICY 25.2: Utilizing the pedestrian street classification system, develop a citywide pedestrian network that includes streets devoted to or primarily oriented to pedestrian use.

POLICY 26.1: Retain streets and alleys not required for traffic, or portions thereof, for through pedestrian circulation and open space use.

POLICY 26.2: Partially or wholly close certain streets not required as traffic carriers for pedestrian use or open space.

POLICY 27.1: Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

POLICY 27.9: Identify and expand recreational bicycling opportunities.

Recreation and Open Space Element

POLICY 1.6: Support the continued improvement of Golden Gate Park while preserving the beauty of its landscape.

POLICY 1.13: Preserve and protect character defining features of historic resources in City parks, when it is necessary to make alterations to accommodate new needs or uses.



POLICY 3.1: Creatively develop existing publicly owned right-of-ways and streets into open space.

POLICY 3.4: Encourage non-auto modes of transportation – transit, bicycle and pedestrian access– to and from open spaces while reducing automobile traffic and parking in public open spaces.


POLICY 3.5: Ensure that, where feasible, recreational facilities and open spaces are physically accessible, especially for those with limited mobility.


Driving & Parking




 SUNDAY JFK ROAD CLOSURE
 SATURDAY JFK ROAD CLOSURE

 ACCESSIBLE
PARKING (PAID)

 ACCESSIBLE
PARKING (FREE)

 DRIVING DIRECTIONS TO
MUSIC CONCOURSE LOOP

 DRIVING DIRECTIONS TO
PARKING GARAGE

Transit



 SUNDAY JFK ROAD CLOSURE

 SATURDAY JFK ROAD CLOSURE

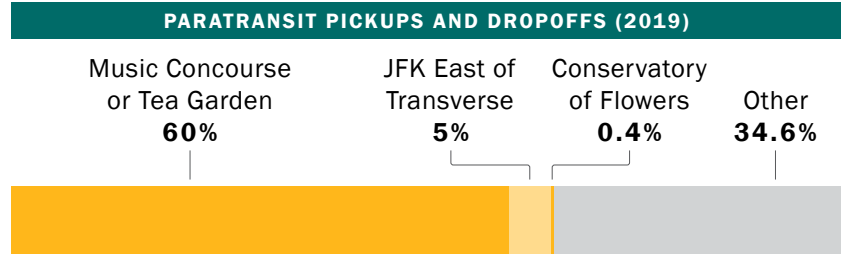
 PARK SHUTTLE STOP

 MUNI BUS STOP

Parking Supply and Pricing

PARKING SUPPLY EAST OF TRANSVERSE DRIVE – GOLDEN GATE PARK		
	SPACES	ACCESSIBLE SPACES
JFK Drive	~516	27
Free - all lots and roads except JFK drive East of Transverse	1,404	34
Music Concourse Garage	800	33
Kezar Lot	278	4

EAST VS. WEST PARKING SUPPLY – GOLDEN GATE PARK	
LOCATION	SPACES AVAILABLE
East of Transverse Drive	2,998
West of Transverse Drive	2,404
Total	5,402



MUSIC CONOURSE GARAGE PRICING STRUCTURE – OPEN DAILY 7AM – 7PM		
	WEEKDAYS	WEEKENDS
Dropoff (<15 min)	FREE	FREE
Hourly	\$5.25	\$6.25
Evening Rate (after 5:30p)	\$6.25	\$6.25
Maximum / Daily Rate	\$29.00	\$33.00
Monthly	\$240 (~\$11.07 per day if 5 days/week)	

JFK Drive has:

17% of the total parking East of Transverse Dr.

28% of the total accessible parking East of Transverse Dr.

PARKING OCCUPANCY EAST OF TRANSVERSE DRIVE – 1:00 – 3:00 PM (2019)				
	WEEKDAYS	SATURDAYS (WINTER)	SATURDAYS (JFK PARTIALLY CAR FREE)	SUNDAYS (CAR FREE JFK)
Free Parking (on-street and lots)	89%	131%	86%	96%
JFK Drive Only	87%	111%	102%	CAR FREE
Concourse Garage	49%	92%	86%	91%

Vehicle Speeds

VEHICLE SPEEDS – 1:00 – 3:00 PM (2019)				
	WEEKDAYS	SATURDAYS (WINTER)	SATURDAYS (JFK PARTIALLY CAR FREE)	SUNDAYS (CAR FREE JFK)
Fulton	22mph	22mph	20mph	22mph
Lincoln	20mph	18mph	17mph	19mph

Transit options and Traveler Counts

FIXED ROUTE TRANSIT TO GOLDEN GATE PARK		
ROUTE	CURRENT FREQUENCY (MID-DAY WEEKDAY)	ON TIME PERFORMANCE (PRE-COVID)
44 O'Shaughnessy	Every 12 Minutes	55.4%
5 Fulton	Every 12 Minutes	60.5%
7 Haight / Noriega	Every 12 Minutes	60.4%
33 Ashbury / 18th Street	Every 15 Minutes	61.2%
Park Shuttle	Every 15 - 20 Minutes	-

TRAVELER COUNTS AT JFK AND HAGIWARA TEA GARDEN DRIVE (2019)			
	WEEKDAY	SATURDAY (WINTER)	SUNDAY (CAR FREE JFK)
Pedestrians	1,708	3,886	6,361
Bicycles	232	889	2,180
Cars	14,378	10,757	600
Trucks	245	149	77
Buses	216	181	120

Collisions in Golden Gate Park, East of Transverse Drive (Excluding Highway 1)

Between 2014 and 2019 there were 30 collisions along JFK drive, East of Transverse.

Total Collisions:
91

Total Victims:
0 killed, 104 injured

Pedestrian Collisions:
20 (21.9%)

Bicycle Collisions:
40 (43.9%)



27 collisions occurred at the intersection of MLK and Highway 1 (not shown). Safety challenges at this intersection may warrant a separate analysis.

Source: Statewide Integrated Traffic Records System (SWITRS), 2019 data is provisional

— HIGH INJURY NETWORK 🚦 TRAFFIC SIGNAL 🛑 STOP SIGN 🚶 CROSSWALK

Process and Working Group Expectations

What is being asked of the working group?

- This group will help clarify deeply held values of major stakeholder groups, then work with city staff to determine access needs, focusing on John F Kennedy Drive East of Transverse Drive. The major contribution of this group will be a collaboratively developed list of needs and ideas to address those needs which the City can include in subsequent planning processes.
- Ideas to address needs proposed by the working group must support formally adopted city goals, priorities, and statutory obligations as outlined in this memo.
- Ideas to address needs may be design changes adjacent to John F Kennedy Drive or deployed elsewhere in the Park or on adjacent streets.
- Both short term and long term needs and ideas should be considered.
- Ideas proposed by the group may address related parts of Golden Gate Park access. For example, shuttle and garage operations, signage, and traffic management on surrounding streets.

Expected decision making process for JFK Drive

- This working group produces a list of identified needs and provides input on design changes made to date.
- A Spring 2021 Recreation and Parks Department design process builds on working group findings, conducts additional public outreach, identifies any necessary regulatory approvals, and produces alternatives including a preferred alternative*
- SFMTA Board hearing*
- Recreation and Parks Commission hearing to adopt preferred alternative*
- Board of Supervisors approval process*
- Funding and implementation

*Opportunity for public input

Meeting Arc

Meeting 1: Values

- Share draft city goals and values heard in 1:1s (see page 1)
- Discuss and share underlying park values

Meeting 2: Needs

- City presents design changes made to date to respond to known needs
- Answer questions about decision making process and facts/values/context memo
- Gather list of specific access needs from working group. Working group members may also propose ideas to address needs, but the goal is to focus on needs

Meeting 3: Needs and ideas to address needs

- Finish identifying specific access needs, if not completed in Meeting #2
- Link potential strategies to access needs
- Preliminary discussion and assessment of ideas to address needs

Timeline of Major Events Since the Golden Gate Park Master Plan

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- 1998 Golden Gate Park Master Plan**
Sets a long term vision for park investments, including circulation
- Proposition J - Golden Gate Park Revitalization Act**
Established Concourse Authority to oversee construction of privately funded Concourse Garage and related, publicly funded transit improvements
- 2003 Music Concourse Community Partnership (MCCP)**
Board of Supervisors approves 35 year ground lease between the city and MCCP to finance, construct and operate the garage under oversight of the Concourse Authority
- 2005 De Young Museum re-built**
- 2007 Healthy Saturdays**
Agreement reached to make JFK Drive car free on summer Saturdays
- 2008 California Academy of the Sciences re-built**
- 2012 JFK Cycletrack**
San Francisco's first parking protected bicycle lane is installed on JFK Drive
- 2017 Vision Zero**
SFMTA implements some safety improvements on park roads
- 2020 JFK made temporarily car-free**
In response to the COVID-19 pandemic, San Francisco temporarily designates JFK Drive car-free in order to allow space for social distancing and recreation

Permanent Road Closures in Golden Gate Park

1906 **Speedway closed by construction of Stadium and Polo Field** ①
What was called Speedway Meadow is now Hellman Hollow

1961 **Extension of Park-Presidio Boulevard to Main Drive (now JFK Drive) converted to Rose Garden** ②

1982 **Marx Meadow Drive closed** ③
Now part of disk golf course

Middle section of Overlook Drive closed ④
Now walking/bicycling path

1986 **Chain of Lakes Drive West closed** ⑤
Now walking path

Spreckels Lake Drive connection to 30th Avenue closed ⑥
Now walking path

1987 **Sixth Avenue between Fulton Street and JFK Drive closed** ⑦
Now a roller skating rink

1991 **Roadway between Kezar Drive and Frederick Street, west of Kezar Stadium made into cul-de-sac** ⑧

2011 **Waller Street between Stanyan Street and Kezar Drive converted into a skatepark** ⑨

