

# Golden Gate Park

## Stakeholder Working Group and Action Framework



**San Francisco  
County Transportation  
Authority**

Agenda Item 7

May 11, 2021

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# Goals of the Working Group

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- Advance conversation and build consensus among major stakeholders about shared values and needs.
- Identify ways to improve travel to, from, and within Golden Gate Park.

# Background



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## April 2020

Mayor Breed designates JFK Drive car-free on weekdays

## Fall 2020

District 1 Commissioner Fewer requests a working group to assess park access needs

## Now

Findings of the working group

## Next Steps

Rec/Park and SFMTA process builds on working group findings to evaluate alternatives for JFK Drive and improve park access





25TH AVE

PARK PRESIDIO BLVD

10TH AVE

8TH AVE

ARGUELLO ST

STANYAN ST

FULTON ST

CONSERVATORY DR

FELL ST

OAK ST

TRANSVERSE DR

STOW LANE DR

MARTIN LUTHER KING JR DR

MUSIC CONCOURSE

JOHN F KENNEDY DR

NANCY PELOSI DR

BOWLING GREEN DR

KEZAR DR

KEZAR PAVILLION

LINCOLN WAY

19TH AVE

9TH AVE



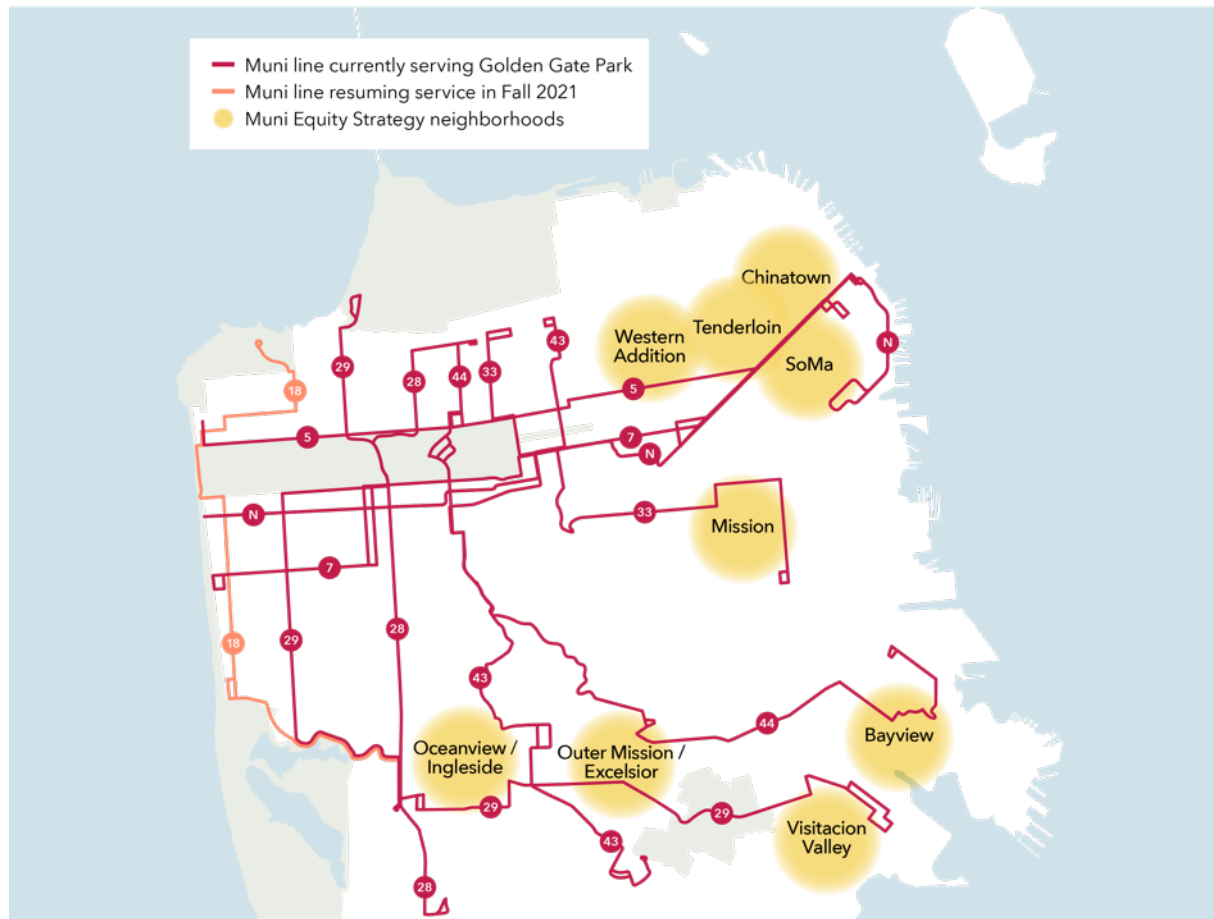
ROAD CLOSURE



# SFMTA transit lines serving Golden Gate Park



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# JFK Drive has:

**18%** of the total parking East of Transverse Dr.

**27%** of the total accessible parking East of Transverse Dr.



FREE PARKING PAID PARKING



# 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



# Working Group Membership



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## 17 active members representing:

- Short distance park visitors and adjacent neighborhoods
- Long distance park visitors
- Citywide park interests
- Park institutions
- Merchants
- Pedestrians
- Bicyclists
- People with disabilities
- Seniors
- Families with children



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# Working group Process

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1:1 interviews and Meeting #1  
**ESTABLISH VALUES**

Meeting #2  
**BUILD AN INVENTORY OF NEEDS**

Meeting #3  
**PRESENT AND DISCUSS AN ACTION  
FRAMEWORK TO ADDRESS NEEDS**

Meeting #4  
**REVISE ACTION FRAMEWORK AND  
COLLECT ADDITIONAL FEEDBACK**

## **FINAL PRODUCTS**

Identified values, needs, and the Action Framework. The Recreation and Park Department and the SFMTA will build on these findings as they conduct additional public outreach, implement access improvements, and evaluate alternatives for John F. Kennedy Drive.



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# Findings – Needs

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- Access for key groups, including youth, seniors, people with disabilities, communities of color, and park volunteers
- Clear wayfinding signage for pedestrians, bicycles, and vehicles
- Improved signage for the park shuttle
- Safe access from adjacent neighborhoods
- Safe and efficient transit
- Improved parking management
- Enable regional tourism
- Provide clear communications
- Clarify decision making process

## Highlights

- 42 Identified actions
- Short Term and Long Term Actions
- Primarily identifies actions that are the responsibility of Rec/Park and the SFMTA, however coordination with other partners such as the de Young and Cal Academy will be necessary

## Action Categories

- Communication and Timeline/Process
- Westside Operation Analysis
- Access for People with Mobility Challenges
- Loading and Circulation
- Wayfinding/Signage/Safe and Comfortable Navigation
- In-Park Mobility Services
- Street Parking
- Parking Garage
- Transit and Regional Access
- Surrounding Streets

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### Short-Term Actions

**RPD** – Install new ADA “blue zone” parking on park streets, especially close to the Dahlia Garden and Conservatory of Flowers

**RPD** – Repurpose part or all of the tour bus parking lot behind the bandshell on the Music Concourse

### Long-Term Actions

**RPD** – Pursue equitable ADA parking solutions in the garage

**RPD** – Assess pavement conditions and pursue path and pavement improvements in-park where necessary

# Example 2: Transit and Regional Access



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## Short-Term Actions

**SFMTA** – Continue to expand transit service as part of the SFMTA COVID recovery plan, including return of the N-Judah line and improvements along the 44-O'Shaughnessy bus route.

**RPD** – Actively monitor garage occupancy levels to understand whether there are periods when garage space is unavailable to visitors arriving by vehicle.

## Long-Term Actions

**SFMTA/SFCTA** – Prioritize developing equitable, accessible, and time-competitive non-auto transportation options for residents in the southeast and Chinatown.

**RPD/SFMTA** – Explore redesign of Golden Gate Park Shuttle Service

**RPD/SFMTA** – Explore system of “parking nodes” within the park paired with mobility services

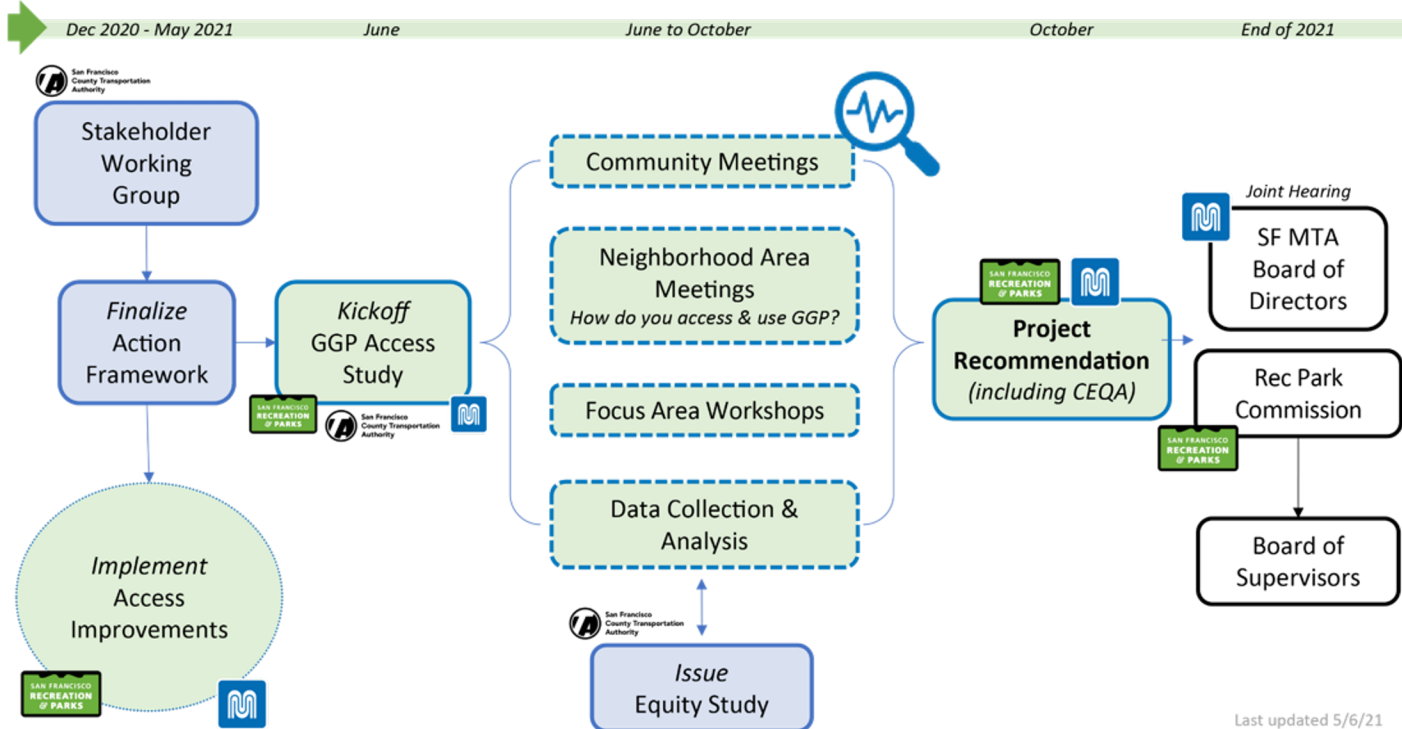
**RPD/SFMTA** – Work with park museums to develop institutional Travel Demand Management Plans

**RPD/SFMTA** – Explore improvements to park transit stops such as lighting and shelters.



# Next Steps

## Golden Gate Park Access Study Project Pathway



Last updated 5/6/21

Thank you.  
Any Questions?

[sfcta.org/ggp-stakeholder](https://sfcta.org/ggp-stakeholder)



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