

Golden Gate Park Bicycle Improvements Study

April 2003 Draft

**Prepared for: Golden Gate Park Concourse Authority
Prepared by: San Francisco Bicycle Coalition**

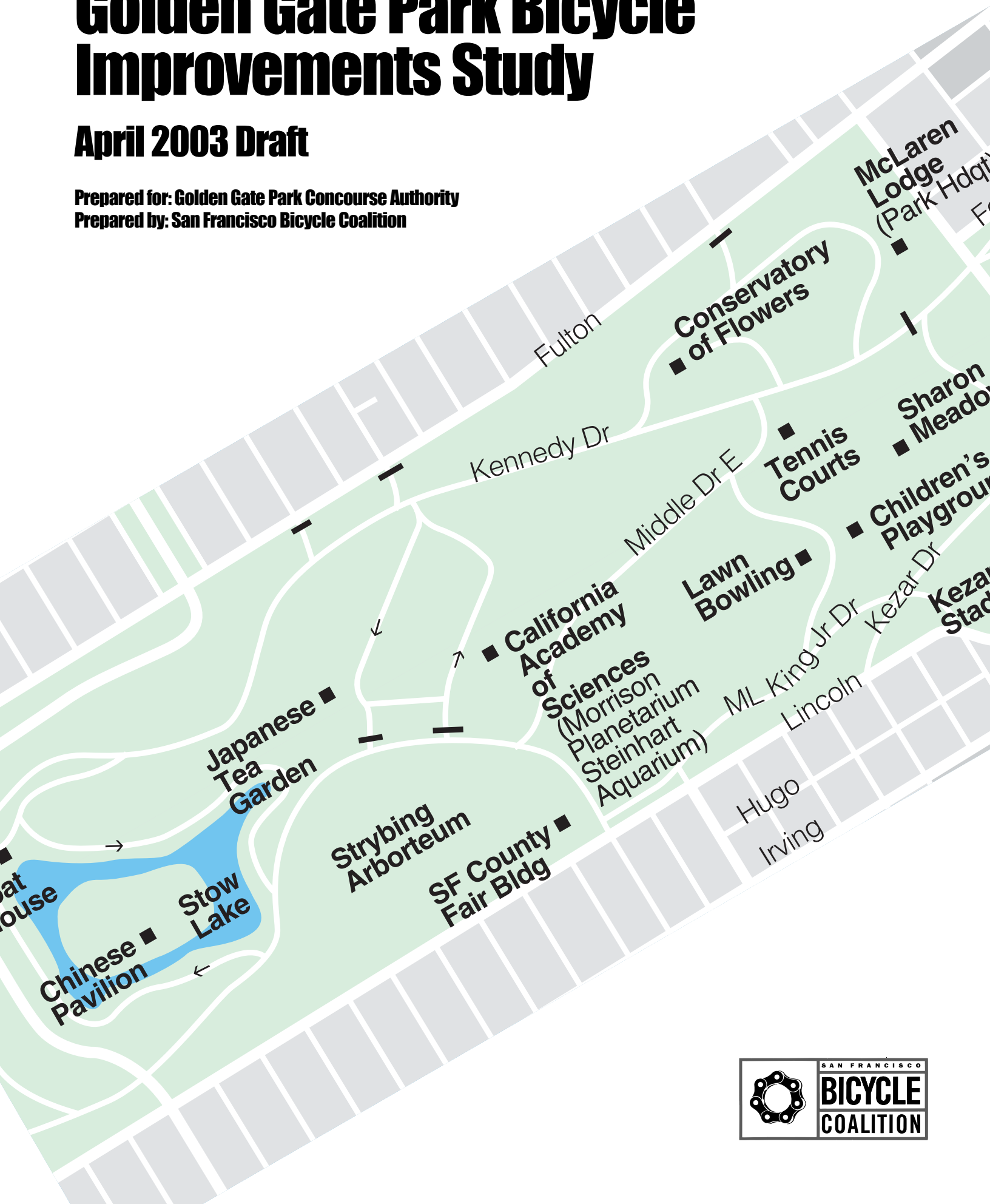


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“Cyclists are attracted to the Park’s landscape, its curving roads and paths, and the opportunity to avoid the normal traffic of city streets.”

—Golden Gate Park Master Plan



I. Preface

Bicycling in Golden Gate Park is intended to be a delight, free from the pressures normally associated with urban bicycling. Much of the time, this holds true and bicyclists can enjoy quiet roadways and pathways through the Park. However, through the community feedback process for this bicycle plan, citizens reported that the experience of riding through the Park is becoming increasingly similar to riding on other city streets, primarily due to the rise in auto traffic through the Park. Many people even reported that they avoid Golden Gate Park entirely when riding a bike because of speeding car traffic combined with sometimes inconsistent bicycle facilities. Families with small children reported that they feel intimidated by the number and speed of cars in the park, apart from times on JFK during Sunday closure. For the park to retain its role as an oasis away from the busy streets of the City that surround it, it is essential that the real and perceived safety of bicycling in the Park for all ages be improved. By following the lead of this plan, as well as the Golden Gate Park Master Plan, and its goal to “minimize the impact of motor vehicles on the park experience” the Park will remain an attraction to resident and visiting cyclists for years to come.



JFK at Great Highway: A signal or stop sign is needed to improve bicycle and pedestrian safety.

II. Background

Golden Gate Park is about three-and-a half miles long and one-half mile wide and is bounded on the west by The Great Highway along Ocean Beach; on the north by Fulton Street and the Richmond District; on the east by Stanyan Street and the Haight-Ashbury District; and on the south by Lincoln Way and the Sunset District. The Park is a nationally renowned recreational area that includes gardens, fields and meadows, forests, ponds and lakes, monuments and buildings, recreational facilities, nearly fifteen miles of vehicular roadways, several parking lots, and many paths and paved areas.

In 1998 the Final Golden Gate Park Master Plan was adopted by the Recreation and Park Commission. An Environmental Impact Report (EIR) was prepared for the Draft Master Plan prior to the Plans adoption. The Final EIR was certified in July 1998. Both documents included bicycle improvements for the Park, describing and analyzing improvements to bicycle and multi-use pathways, bike signage and bicycle safety features.



Academy Dr.

In 1998, voters of San Francisco approved Proposition J, the Golden Gate Park Revitalization Act, to improve the landscape and pedestrian environment of the Music Concourse area and to construct an underground parking facility within the Concourse area with dedicated access routes from outside Golden Gate Park. In 1999 the Golden Gate Park Concourse Authority (Authority) was founded. The proposition created a non-profit corporation with a seven member Board of Directors, appointed by the Mayor. The purpose of Prop J is to: create a pedestrian oasis in the Music Concourse area of the Park; reduce the impact of the automobile in the Park; and provide long-term assurance of safe, reliable, and convenient access for all Park visitors.

Section 8 of Prop J calls for the development of a Feasibility and Implementation Plan for transportation improvements in Golden Gate Park. Bicycle pathways and lanes are one of the transportation improvements called for in Section 8 of Prop J. The initial Transportation Feasibility Study was approved by the Golden Gate Concourse Authority in February of 2001, and work on the development of a Bicycle Improvements Study for the Park was initiated in 2002 by the San Francisco Bicycle Coalition (under a subcontract with The Duffey Company). The San Francisco Bicycle Coalition (SFBC) is a non-profit California public benefit corporation, comprised of an alliance of thousands of people who ride bicycles within San Francisco.

III. Introduction

This Draft Bicycle Improvements Study for Golden Gate Park is the first step in identifying specific improvement projects that may be implemented over the next several years by the Concourse Authority, in coordination with the Recreation and Park Department and the Bicycle Program of the Department of Parking and Traffic (DPT). Following public review and comment, and acceptance of the Draft Bicycle Improvement Study, the individual improvements would be approved for implementation. Some projects may require further technical study (traffic analysis), and some may require further environmental review prior to implementation. The next phase of work by the SFBC will be to develop the actions outlined for this coming year, providing further design development and cost estimates, and responsibilities for implementation. SFBC and The Duffey Company will also seek available Grant Funding opportunities for the high priority projects that have been identified.

Relevant Background Studies

Previous documents that are relevant to the bicycle network and conditions in Golden Gate Park include: the San Francisco Bicycle Plan, Golden Gate Park Concourse Authority Projects Draft EIR, and the previously mentioned Golden Gate Park Master Plan and Final EIR.

San Francisco Bicycle Plan. In 1997 the Board of Supervisors adopted the San Francisco Bicycle Plan. This Plan included recommendations for implementation of bicycle routes and

lanes, street improvements, bicycle parking facilities, new City policies, educational programs, promotional efforts and transit access.

The San Francisco Bicycle Plan was prepared by the Bicycle Program of DPT. The plan presents a comprehensive review of the various aspects of bicycling in San Francisco, and provides recommendations for making bicycling safer and more convenient. Examples include street improvements, bicycle parking facilities, new City Policies, education programs, promotional efforts and bicycle access on transit. The plan included a proposed network of bicycle routes, lanes and paths throughout San Francisco. A number of bicycle lanes and wide curb lanes identified in the Bicycle Plan still remain to be implemented, and the system of bicycle routes that will rely primarily on traffic calming strategies is still in the preliminary stages.

The Bicycle Plan included bicycle network improvements in Golden Gate Park. DPT and the Department of Parks and Recreation is responsible for implementing the bicycle network identified in the citywide Bicycle Plan within the Park. The objective of the improvements within the Park is to connect pathways with the bicycle network outside the Park.

The San Francisco DPT Bicycle Program staff and a consultant team lead by Alta Planning + Design is currently updating the San Francisco Plan to reflect changes and updates that have taken place since the Plan was approved by the Board of Supervisors in 1997. Many of the Plan's recommendations have been implemented. However, many more recommendations, especially those related to on-street bicycle facility improvements requiring detailed traffic analysis, preliminary design, innovative solutions, and/or community outreach, require further planning and design before implementation can be considered.

Golden Gate Park Master Plan. The bicycle circulation policy of the Park Master Plan states that the objective of the Plan is to "Provide for the safe and convenient use of the bicycle as a means of recreation and transportation to, within, and through Golden Gate Park and to provide continuity with the City bikeways plan".

The Golden Gate Park Master Plan included an assessment of the existing system of bicycle paths and routes throughout the Park, and identified a number of actions to upgrade existing paths, provide needed connections between routes and paths, and provide new paths. In addition, the Park Master Plan identified the need for new signage for connections to the citywide bicycle network. The Golden Gate Park Master Plan EIR analyzed potential impacts for the bicycle improvements in the Park.

The Draft Bicycle Improvements Study for Golden Gate Park does not intend to replace the Golden Gate Park Master Plan, a document that is the product of extensive public input. The goal of this study is to enunciate the recommendations proposed therein, and in some cases supplement them where cir-

cumstances and public opinion have changed since the adoption of the Master Plan in 1998.

IV. Coordination and Public Outreach

The agency coordination and public outreach process during the development of the Bicycle Plan by the SFBC occurred between July and December of 2002.

The public outreach component of the planning process has included widely advertised public meetings held on August 27 and October 17, 2002, interviews with bicyclists using the park, regular Golden Gate Park Task Force meetings made up of concerned citizens, two Park bicycle tours in August and September, as well as an on-line survey conducted through the SFBC web site. (Survey form attached in Appendix.)

Coordination meetings were also held with staff at the Recreation and Park Department (Dan McKenna and Dan Mauer) and the Bicycle Program at DPT (Peter Tannen, Oliver Gajda, and Michael Sallaberry), where it was pointed out that a number of the suggested improvements would require further analysis (for traffic impacts) and some may require further environmental review (pathway improvements that would impact natural resources or historic resources in the Park).

Public comments received have generally fallen into three main categories:

- Providing a high quality on and off street dedicated bicycle network that gets bicyclists where they want to go within the park.
- Reducing and slowing automobile traffic within the park, as well as educating drivers to share the park's roadways with bicyclists.
- Continuing the Master Plan's program of closing roadways within the park to automobile traffic, as well as asphalt removal where appropriate.

V. Proposed Bicycle Improvements

Bicycling itself is a park-like activity- one that enhances the experience of the rider without degrading the experience of other park users. All roads in the Park should be safe and welcoming for bicyclists. The proposed bicycle improvements outlined in this document are designed specifically for bicycle safety and convenience within Golden Gate Park, and are based on comments gathered through the public outreach process.

The plan is divided into sections according to what type of project/improvement is called for. Improvements to roads or paths within the Park can be found according to their orientation: north-south or east-west. Improvements to entrances to the Park can be found in their own section. Issues that affect bicyclists, but are outside the scope of physical infrastructure improvements are covered in the Policy section. The parking

removal section contains initial recommendations for removal of surface parking per Prop. J requirements. The last section, projects for immediate follow-up, contain bike projects that, because of their urgency or relation to larger infrastructure projects are included in this special section.

Types of Bicycle Facilities

Different types of bicycle facilities are called for in this plan. The following is a definition of these terms:

Class I: Off-street pathway, usually used by both bicyclists and pedestrians.

Class II: On-street bicycle lanes.

Class III: Bike Route, usually slow speed neighborhood street, no specific design features.

East-West Route Improvements

The most continuous, existing bike routes in Golden Gate Park running east to west are John F. Kennedy Drive and the East-West Multi-use Path. These provide “arterial” routes both



John F. Kennedy (west of Transverse)

west of Chain of Lakes Dr. and are frustrated by poor path surface, encroaching vegetation, and lack of signage. As the Master Plan notes, the path is too constricted in many places and needs to be upgraded to minimum multi-use standards.¹ Any pathway upgrades should consider surrounding vegetation and overall aesthetics during the planning phase.

Recommendations:

- Reconstruct, widen, and resurface sections of pathway, especially from Polo Fields to Martin Luther King
- Reconfigure the Polo Field Parking Lot to allow bicyclists a continuous path.
- Develop a maintenance plan for entire path, from Baker St. to Ocean Beach, with an emphasis on root damage prevention, path sweeping, and vegetation management
- Add directional signage, especially at intersection just west of Bercut Equitation Ring
- Install bollards along grass next to bikeway entrance to Speedway Meadow at JFK to prohibit cars driving on bikeway
- Pave section from 47th Ave. to Great Highway per Master Plan (section 5-6)
- Stripe fog lines and center line along entire pathway to encourage predictable movements, and user separation where practical



for bicyclists who prefer riding faster on the road and those who prefer to ride in space separated from motor vehicle traffic. In addition to these major, spine routes, there are also local roads/pathways in the east-west orientation that require improvements to be brought up to standard.

East-West Multi-Use Path

Golden Gate Park's main east-west pathway (for lack of a better name) is the central off-street route connecting the eastern tip of the Panhandle at Baker St. to the Great Highway and Ocean Beach. From the east, it follows the Panhandle, continues after a gap at Kesar and JFK, and picks up again on the south side of JFK. It splits away from JFK through Speedway Meadow west of Transverse Dr, runs to the south of the Polo Field, passes by the Bercut Equitation Ring, and currently terminates at 47th Ave. on the south side of the Park.

Many bicyclists reported a desire for priority to be placed on creating a path that is continuous, well-marked, and well-maintained. Many people reported that they enjoy riding on this pathway, but get lost in the area to the



- Install directional and stop/yield signs along the path at motorized and non-motorized intersections

- Provide low-level “bollard-type” beacon lighting along E/W pathway, especially surrounding the area across JFK from the Conservatory of Flowers
- Examine possibility of placing “blue light” emergency phones along pathway.
- Create bulbouts to shorten crossing distance at Middle Drive East, Tea Garden Drive, and Transverse Dr.
- The Recreation and Parks Department should consider naming the East-West Pathway to increase public awareness of the facility.

John F. Kennedy Drive

John F. Kennedy Dr. provides a continuous on-road “spine” route for bicyclists traveling through the Park. On Sundays, JFK becomes a mecca for bicyclists, skaters, and pedestrians when, east of Transverse, it is closed to motor vehicles. Sunday closures on JFK can safely be called the most popular bicycle “facility” in Golden Gate Park. Though bicycle lanes were not specified in the Golden Gate Park Master Plan, they are included here as recommended improvements in response to public demand. Because of the increase in speed and volume of traffic, many bicyclists now feel it is desirable to provide a designated safe bicycle zone on certain roadways within the Park. In addition, the last five years have seen a significant increase in bicycle lane mileage throughout San Francisco, and the public has become accustomed to using them, and now clearly desire the extension of bike lanes along certain roadways in the park.

Recommendations:

- Support forthcoming traffic calming projects and ensure bicycle compatibility
- Stripe bike lanes from Kezar to Transverse as a first phase
- Stripe bike lanes from Transverse to Great Highway as a second phase when parking can be relocated/removed
- Re-pave entire length of JFK, prioritizing the section west of Transverse in the westbound lane.



Martin Luther King Jr. Dr. (East of Crossover Dr.)

Speedway Meadow; consider future construction of a traffic island at this location, and appropriate route signage

- Alternative 2: Improve corner of Transverse and JFK to allow cyclists to connect at the southwest corner

Pathways between MLK and Page/Haight Streets

Converting one of these existing pedestrian pathways to multi-use would close a gap between MLK and Bowling Green Dr. and Page St., allowing bicyclists a safer, grade-separated crossing under Kezar Dr., especially important for families bicycling to the Children’s Playground. It should be noted that despite official prohibitions, many of the paved paths in the Park already function as multi-use paths without significant negative repercussions. It is the recommendation of this Plan that the Recreation and Parks Department review its policy on allowing multiple-use on paths in the Park. Great care should be exercised when allowing bicycles into areas that are pedestrian-intensive, such as the vicinity of Alvord Lake Tunnel. Whenever possible, adequate width should be provided to allow mode separation. Ensuring the safety of all park users should be paramount in determining the design and/ or use of any pathway in the Park. The following are recommended improvements to the routes through Sharon and Mothers Meadows.

Recommendations:

- Add lighting in Alvord tunnel to improve safety for evening commuters
- Trim vegetation along the path to avoid blind corners.
- Stripe designated multi-use path with dashed yellow center line and fog line to distinguish from pedestrian-only pathways



- Change sign at JFK/Kezar entrance (and all entrances) on Sundays to read “Road Closed to Motor Vehicles” (currently reads, “Road Closed”)
- Install pneumatic bollards at JFK and Kezar, Transverse to allow easy closure of JFK, improved bicycle circulation, and aesthetic improvements
- Improve transition between JFK bike lanes and East-West Pathway at Speedway Meadow:
 - Alternative 1: Install left turn lane to allow WB bicyclists to turn from JFK onto the EW Bikeway at

¹ The adopted GGP master plan suggests 8’–10’, generally too narrow for a multi-use path in an urban area. The American Association of State Highway and Transportation Officials (AASHTO) calls for multi-use path standards of at least 10’ with four feet of unpaved shoulder in most locations (12’–14’ or more where pedestrian activity is greater).

- Provide directional signage to keep bikes on designated pathway to Bowling Green Drive.
- Create Class I bikeway connection through parking lot at Sharon Building which may require re-striping, removal of parking spaces, and relocation of parking entrance/exits.
- Reconstruct existing path west of the tunnel to improve safety and visibility.

Martin Luther King Jr. Drive

Martin Luther King Jr. Drive is characterized by fast-moving, mostly through auto traffic west of Crossover, combined with narrow lanes, and minimal street parking. MLK east of Crossover has generally slower traffic, combined with an abundance of on-street parking. MLK in its current state is not friendly to bicyclists, yet the road remains an important route for non-motorized traffic. The following improvements are intended to allow comfortable use of MLK by all modes.

Recommendations:

- Parking removal in areas where there are narrow travel lanes in order to stripe bike lanes, especially in the eastern end of the park between 19th and



9th Avenues. This is particularly crucial between 9th and Tea Garden Drive, on the 44 MUNI route. There are frequent conflicts along this stretch of roadway between MUNI buses, tour buses, motor vehicles bicycles, and pedestrians. Removing only one side of parking would yield bike lanes in both directions, providing much-needed additional circulation space.



The Alvord tunnel provides the only grade-separated route across Kezar Dr.

- Paint “bikes may use full lane” arrows away from car doors on sections of MLK where lanes are narrow and parking is present, such as the section between 9th Ave. and Kezar Dr.
- Remove parking on southbound 9th Ave. approaching Lincoln (within the Park) to stripe bike lanes
- Traffic calming or widening in areas where no on-street parking exists, autos and bikes share a roadway of less than 30 feet, and motor vehicle speeds exceed 20mph.

Middle Drive West

Middle Dr. West is currently closed to motor vehicles on Saturdays. A portion of Middle Dr. West is closed to motor vehicles seven days a week and functions as a “bicycle learning area.” Due to construction activities within the last year, barriers designating this area have had to be removed to allow



access by construction equipment. It is recommended that the Recreation and Park Commission consider closure of Middle Dr. West to motor vehicles from Transverse Dr. to just east of Metson Lake upon termination of construction activities, with the stipulation that a new access road be constructed from MLK to the Urban Forestry Center. This would allow maintenance vehicles to retain full access to the Forestry Center, one of the primary reasons that Middle Dr. West has remained open to motor vehicles.

Recommendations:



- Install bollards across road, closing road to through motor vehicle traffic at Overlook Drive and Transverse
- Re-pave rough sections
- Examine further motor vehicle restrictions, up to and including full closure to motor vehicles from Transverse to Metson Rd.

Overlook Drive

Overlook Dr. is an official bike route in the city's network. It is officially closed to motor vehicles, although no barriers exist to prevent such use. Currently a staging area for construction, signs designating Overlook as a bike route have been temporarily removed.

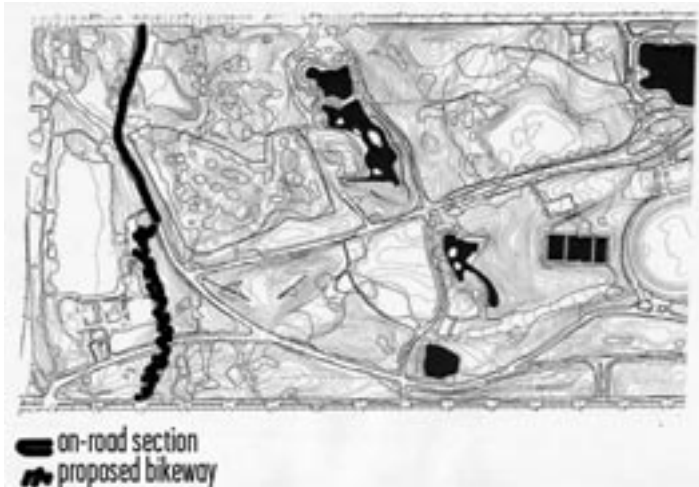
Recommendations:

- Restore bike route signage on Overlook Dr. at Transverse and Middle Dr. West once construction is completed.
- Provide bollards at Middle Dr. West and Transverse Dr.

Panhandle Path

The Panhandle Pathway is a critical bicycle link to downtown as well as neighborhoods to the east of Golden Gate Park. As of January 2003, the Recreation and Parks Department is in the midst of an ambitious project to upgrade the pathway, by widening to multi-use standards, as well as installing lighting to improve nighttime safety. A second phase of this project will install curb cuts at entrances to the Panhandle, benefiting bicyclists, wheelchair users, and strollers. It is anticipated that this pathway will experience increased use when this project is completed. Currently, users of the pathway must cope with sprinklers irrigating across the path at all hours, and a lack of signal representation at the intersections of Masonic and Stanyan with Fell. The recommended projects below will address these long-standing issues, as well as mitigate potential impacts from increased pathway use.

Recommendations:



- Close the gap between the “wiggle” and the Panhandle (Fell St. bike lane from Scott to Baker- currently being considered by DPT)
- Analysis of sprinkler timing and position in an attempt to avoid irrigating pathway users.
- Improve safety at Fell and Masonic (a DPT responsibility) crossing by identifying one of the following alternatives:
 - Creating dedicated left turn motor vehicle lane on Fell just east of Masonic, installing bicycle signal

heads, and providing bikes/peds with a designated phase across Masonic.

- Adding a center divider on Masonic, and providing bike/ped traffic with an “early release phase.”

North-South Route Improvements

There are six major north-south bicycle routes across Golden Gate Park, most connecting directly with the citywide bicycle network. Four of these routes require significant improvements



to make them consistent and attractive to bicyclists. The six north-south routes (from west to east) are:

47th Ave. connection

Bicyclists traveling between the Richmond and the Sunset in the vicinity of 47th Ave. will benefit from the closure of 47th Ave. at JFK and of Bernice Rodgers to through motor vehicle traffic, as specified in the Master Plan. Consolidation of existing parking to one side of JFK in order to stripe bike lanes will enhance the route further (see JFK section). A longer term improvement to consider is the construction of a paved bike-way from the Soccer Field parking lot to 47th Ave. on the south side of the Park. This would provide a traffic-free, more direct route for bicyclists, skaters, and pedestrians.

Recommendations:

- Close a portion of 47th Ave. per GGP Master Plan (section 5-2)
- Close Bernice Rodgers Way per GGP Master Plan (section 5-4)
- Consider potential new bike path between Soccer Field Parking Lot, across MLK, to 47th Ave. in the Sunset.

43rd Ave. in the Richmond to 45th to 41st Ave. in the Sunset



The closure of Chain of Lakes Dr. West to motor vehicles has allowed bicyclists and pedestrians an “oasis” from which to enjoy North Lake, and its multitude of activities such as Tai Chi that occur there. Instead of allowing the surface of Chain

of Lakes Dr. West to deteriorate, it is recommended that the road be narrowed in some sections, and a 12' pathway be maintained, with adequate areas reserved for activities that take place here. COL Dr. West is currently fenced off as part of the restoration of North Lake. A gap exists between Chain of Lakes Dr. West and the East-West Pathway as it passes by the Bercut Equitation Ring. Recommended improvements would close this gap and create a consistent experience for non-motorized users of this section of the Golden Gate Park Network.

Recommendations:



- Normalize Chain of Lakes Dr. West by improving surface, striping areas for bikes and pedestrians
- Construct new curb cut on south side of JFK at COL Dr. W
- Improve crossing of JFK, by aligning curb cuts, and considering installation of warning signs or stop signs on JFK.
- Evaluate possible new Class I bikeway between JFK (across from COL Dr. W) and MLK.

36th Ave. in the Richmond to Sunset Blvd. in the Sunset

Cross-park connections for bicyclists traveling north-south in the vicinity of the Polo Fields have always been problematic. Whether due to inconsistent surface, locked tunnels, or circuitous routes, it is not easy to navigate this part of the park. Recommendations for improvements include examining the feasibility of constructing a new bike path between the Polo Fields and the Fly Casting Pools, to provide a direct, off-street connection for non-motorized traffic.

Recommendations:

- Look at feasibility of creating new designated bicycle path between 36th Ave. and Sunset Blvd.- most likely between Polo Fields and Fly Casting Pools

23rd and 25th Avenues in the Richmond to 20th Ave. in the Sunset (via Transverse)

The most pressing improvement along this route is the improvement of conditions at the intersection of the pedestri-



an pathway to 23rd Ave. with Crossover Dr. (north of Lloyd Lake). Currently a mid-block crossing, motorists typically ignore pedestrian right-of-way at this location. Other improvements focus on Transverse Dr. itself, including a program of traffic calming and entrance enhancements designed to discourage speeding along this road. Longer-term improvements to this route encourage analysis of motor vehicle restrictions on Transverse, paired with traffic modifications to make it easier for motorists to use Crossover Dr. for cross park travel.

Recommendations:

- Improve intersection with Crossover Dr. by installing signal or stop sign to allow safer crossing of this busy, high speed arterial (traffic analysis required)
- Install traffic calming measures at 4 intersections along this route. Techniques should discourage through traffic and include chicanes, neckdowns, and bulbouts. The intersections that should be prioritized are:
 - Crossover/Transverse
 - JFK/Transverse
 - Middle Dr./Transverse
 - Middle Dr./MLK.
- Consider motor vehicle restrictions on Transverse due to proximity of Cross Over Drive.

8th Ave. in the Richmond to 9th Ave. in the Sunset (via Concourse)

The Music Concourse area of Golden Gate Park is the subject of an intense planning process called for in Proposition J to construct an underground parking facility with spaces for 800 cars, reconstruct the De Young and Academy of Sciences, as well as renovate the surrounding area by identifying specific surface improvements intended to create a "pedestrian oasis" in the Concourse. Because the Concourse projects are on the fast track



to construction, it is vital that these recommended improvements be considered immediately for inclusion in the larger plan.

Recommendations:

- As part of the reconstruction of the Concourse area, construct a Class I bikeway, with two identified routing alternatives:
 - From JFK, along south and east side of Concourse Dr., to intersection of MLK and Middle Dr. East.
 - From JFK, along east side of Concourse and east side of existing Morrison Planetarium crossing Middle Dr. West and continuing south to the west



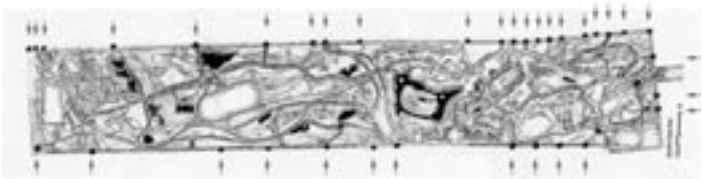
23rd Ave. (Richmond) to 20th Ave. (Sunset) via Transverse

of the Big Rec Ball Field, coming out near intersection of MLK and 9th Ave.

- Stripe bike lanes on MLK between Concourse and 9th Ave. by removing parking on one side of the street.
- Stripe wide bike lanes (6–8') on both Tea Garden Dr. and Concourse Dr.
- Provide means for bicyclists to travel both directions around Concourse Bowl, either via Contra Flow bike lanes or adequate multi-use paths in the interior or exterior of the Concourse Bowl.
- Simplify intersection of 8th Ave. and JFK by removing asphalt, lanes, possibly aligning intersection with Concourse/Tea Garden Dr.
- Plan for attended bicycle parking facility in Concourse (per Master Plan section 5-5)

Arguello in the Richmond to 5th Ave. in the Sunset

Most bicycle-related improvements along this route are focused on the northern section between JFK and Fulton, where most reported bicycle/motor vehicle conflicts occur. The intersection of Arguello and Conservatory Dr. was reported to be particularly problematic. Closure of Conservatory Dr. East (as mentioned in the Master Plan, section 5-3) would solve this problem. This plan also recommends examining the possibility of making Conservatory Dr. West a one-way street in the westbound direction for motor vehicles, while creating a contra-flow bike lane to preserve two-way bicycle access. Bowling Green Dr. is a recommended route for limited on-street parking removal. See JFK section for specific recommended improvements.



Recommendations:

- Stripe uphill (southbound) bike lanes on Arguello just south of Fulton, connecting to the current Arguello bike lanes between the Presidio and Golden Gate Park.
- Add bike lanes or traffic calming on Conservatory Dr.
- Study the feasibility of converting Conservatory Dr. West to a one-way street in the westbound direction, with a contra flow bike lane.
- Consider closure of Conservatory Drive East, per Master Plan (section 5-3) taking into consideration the fact that this roadway is heavily used for free all day parking by nearby employees.

Other Route Improvements

Multi-use path along east side of Kezar

Recommendations:

- Install green landscaped median between traffic lanes and pathway, for safety and aesthetic reasons

Stow Lake Drive

Recommendations:

- Consider measures to improve Stow lake Dr. for bicyclists and pedestrians, including traffic calming and possible closure of Stow Lake Drive to motor vehicles per Master Plan (section 5-7).

Entrance Improvements

The entrances to Golden Gate Park are (of course) vital to provide access to the Park itself. They are also important in another respect. The design of the Park's entrances sends signals to drivers, bicyclists, skaters, and pedestrians about proper behavior while in the Park. Wide entrances with double turn lanes sends the signal to drivers that they have priority over bicyclists and pedestrians, and that the Park's roadways are intended solely for motor vehicle traffic.

Traffic-calmed entrances that include all the essential facilities for those on foot, skate, or bike should be the goal. These include sidewalks, bike lanes, curb cuts, responsive signals, and crosswalks.

Unfortunately, many entrances to the Park were designed only for automobiles, failing to consider that pedestrians and bicyclists are the life of the Park, and must be prioritized (per Master Plan section 5-1). The following provides an inventory of the problems at the Park's entrances and possible solutions to those problems:

Stanyan and Haight: provide new wide curb cuts on southwest and northwest corners of intersection, OR new curb cut centered with Haight St. on west side of intersection, stripe high visibility zebra crosswalks across Stanyan



Intersection of Kezar and MLK

Stanyan and Page: This is a critical entrance to the park, as Page St. is the major east/west bicycle route connecting the Park with downtown and central San Francisco. Bicyclists must currently negotiate two very tight 90-degree turns, and wait for traffic on Stanyan to yield to them. Many bicyclists reported that they avoid this intersection because it is currently inconvenient and unsafe due to traffic volume and speed and lack of signal representation. Suggestions for improvements included: placing a signal or stop sign at this intersection for Stanyan traffic, rebuilding curb ramp to allow easy straight through access (maintaining ADA compliance), and striping rumble strip/warnings to eastbound cyclists/pedestrians of the upcoming intersection.

JFK and Kezar Drive: provide curb cut to connect Class I bikeway with on-street routes; prohibit parking at this location (Note: As of January 2003, DPT is currently in the midst of reconstructing this intersection to slow vehicle speeds and remove asphalt)

Stanyan and Hayes: This entrance provides a critical connection from the north of Panhandle neighborhood to Conservatory Drive East. Consider removing bicycling/skating restriction at this location to provide alternative to busy Fulton/Stanyan intersection. The intersection needs a new curb cut, removal of one parking space, and installation of bicyclist-actuated button or detector loop plus new signal head facing eastbound cyclists.

Stanyan and Fulton: Add improved curb cuts on all four corners and high visibility ladder crosswalks to improve bike/pedestrian safety

Fulton just west of Willard North: consider removing bicycling/skating restrictions, install curb cut, repave pathway just south of entrance

Arguello and Fulton: Add new curb cuts on SE, NW, SW corners of intersection, move centerline east approx. 3-4 feet to accommodate uphill bike lane, place bicycle stencils in middle

of down hill lane, consider installation of pneumatic bollards which, allow free circulation of bicycle traffic while effectively prohibiting motor vehicle traffic. Provide new signage for Sunday closures, indicating, "closed to motor vehicles."

2nd and Fulton: consider removing bicycling restriction to allow Mountain Bike access to single track trail, install curb cut on SE corner

3rd and Fulton: consider removing bicycling/skating restriction, install new curb cut, and remove one parking place

5th and Fulton: Install curb cut, one space parking removal

6th and Fulton (access to skating area and JFK): 6th Ave. is the most easterly north-south flat route into the park, and is a major historical route providing easy access to the heart of the park. The ramp on the SE corner of this intersection needs reconstruction for bike friendliness, ensuring ADA compatibility. The crown in road is currently about 8 percent, exceeding suggested ADA angle by more than 3 percent.



Kezar Multi-Use Path



Haight/ Page to Inner Sunset Gap Closure Project

7th and Fulton: If old Powell St. railway depot will be utilized for transit, pave entrance just to the west and install removable bollard. If MUNI has no plans for the structure, construct curb cut directly across from Fulton through station.

8th and Fulton: install curb cuts at NW and SW corners of intersection, possible parking removal on one side of 8th between Fulton and JFK to stripe bike lanes. There is fairly heavy traffic at this location, however it may not be of the highest priority because it is such a short block and speeds aren't as high as elsewhere in the park. Bulb outs or other traffic-calming device needed at entrance to park to prevent cars speeding across Fulton into park.

9th and Fulton: install curb cuts, one directly in line with 9th Ave. (if possible with presence of storm drain), and removal of one space parking

10th and Fulton: Ensure on-street access for bicycles is preserved if garage entrance ramp is constructed at this location.

Funston and Fulton: widen sidewalk on south side of Fulton slightly, install curb cut and zebra crosswalk of Fulton

25th and Fulton: As one of the main arterials through Golden Gate Park, and also a key bicycle express route to the Presidio and the Golden Gate Bridge, 25th Ave. needs to accommodate cyclists by provision of a bicycle lane and/or path, especially on the block between Transverse Drive and Fulton. Note: DPT will need to be involved in traffic analysis for this project.

Alternative A: stripe bike lanes between Fulton and Transverse by narrowing lanes, possibly narrowing median that is currently 4-5'. Consider installation of stop sign, light, or other crossing improvement at Transverse.

Alternative B: construct paved pathway on east side of 25th Ave. (this alternative does not provide a connection for southbound cyclists using 25th).

26th and Fulton: Add curb cut adjacent to paved path, parking prohibition, and two new zebra crosswalks.

30th and Fulton: Add bike sensors and stencils on both sides of Fulton (assuming this is an actuated signal).

36th and Fulton (Spreckels Lake entrance): Stripe uphill bike lane between Fulton and lake, install bike sensor and stencil in pavement.

43rd and Fulton: removal of asphalt suggested, bulb out of SW corner, also currently no space for pedestrians along Chain of Lakes Drive East due to fence (a policy issue— need to always provide pedestrian/bike space during construction/maintenance) Improve signage directing bikes to take COL Dr. W.



John F. Kennedy at 8th Ave. (East of Transverse)

La Playa and Fulton: Add curb cut at red no parking zone, stripe zebra crosswalks (here and all intersections along Fulton).

Just east of Great Highway and Fulton: Add curb cut.

JFK and Great Highway: Add traffic signal, bike sensors/push button to improve safety. There is too much traffic moving at high speed to have a safe unsignalized crossing at this location.

Connection between Lincoln and Great Highway Path: Pave connection at this location

45th and Lincoln: Construct curb cut, stripe warning of upcoming intersection on path north of Lincoln, add stop sign on path to create 4-way stop

34th and Lincoln: Repave path between Lincoln and MLK

30th and Lincoln: Add curb cut flush with crosswalk on NW corner

25th and Lincoln: Remove southbound right turn only lane. Add bike lanes in and out of park, re-stripe bicycle detector symbols

25th and MLK: Pave path all the way to the road (currently there is an unpaved gap)

20th and Lincoln: Move bike sensor to middle of path, bikes should cross Lincoln at a right angle aligned with existing pathway- pedestrians should jog to the right, change signage, add green signal head facing park

19th Ave. and Lincoln: Widen eastern crosswalk over Lincoln, move back 3-4 meters to clear path for bikes/pedestrians, prohibit right turns on red from Lincoln on to Crossover, install signs on Lincoln east of intersection and 19th south of inter-

section warning motorists of the presence of bike/pedestrian traffic, repave pathway and trim vegetation at this location

9th and Lincoln: Remove southbound right turn only lane on 9th, remove parking as necessary to install bike lanes, pave sidewalk on west side of MLK in front of Arboretum a

7th and Lincoln: Place bicycle sensor on north and south sides of intersection, create new passage through concrete median on Lincoln to allow safer bicycle crossing, place bike lane to left of right turn only lane on both sides of Lincoln

5th and Lincoln: Place north facing signal heads on south side of Lincoln, place sign on 5th Avenue: left turns yield to oncoming bicyclists and pedestrians- perhaps widen curb cut 4-5' west, repave path between Lincoln and MLK

3rd and Lincoln: As an important gateway for families with small children entering the park from the inner sunset neighborhoods to access the playground, carousel, and Mothers Meadow, the bike route across Lincoln and along Kezar requires improvement. The SF DPT is currently reconstructing this intersection.

Kezar and MLK: Stripe bike lane on north side of intersection, create new curb cut on SE side of intersection, install sign on MLK directing left turning traffic to yield to oncoming bike traffic. Install sensor, and push button for bicyclists and pedestrians.

Policy Improvements

Additional signage, striping, or colored pavement to clearly mark routes, ensuring visibility to bicyclists, skaters, and pedestrians. Brass Plaques on pathways are not visible to bicyclists. Cross Park Routes should be differentiated from local pathways by a common scheme/signage to avoid confusion and facilitate bicycle transportation.

Installation of street signs at every intersection, to ease navigation for all park users, and especially to avoid autos circling the park searching for a destination. This would also apply to intersections of Class I bikeways with surface streets.

Better online and printed resources as well as signage in the park for bicyclists, pedestrians, equestrians and skaters illustrating pathway etiquette (slower traffic keep right, bicyclists give warning when passing etc.) Implement consistent signage at all entry points into the park, using vandal resistant kiosk design presented in GGP Master Plan (section 7-7)

Analyze sprinkler system to minimize, and eventually eradicate irrigation of roads and paths, both for bicyclist/pedestrian comfort/safety, and for water conservation. This is particularly a problem along the Panhandle, where commuters must choose whether to brave "taking the lane" on Fell or Oak St. or arrive at their destination soaking wet. There are two ways of approaching this problem:

- Increase the water pressure/supply to areas being irrigated, to allow for all irrigation to take place in the early hours of the morning, between 3 and 5 a.m.
- Modify location of sprinkler heads in order to avoid cross-irrigation of pathways.

It is likely that either approach would be costly, though the latter alternative would be a more permanent solution, as bicyclists and pedestrians should never have to be soaked, even at four o'clock in the morning.

Take inventory of all parallel drainage grates in the Park, for immediate replacement/repair (parallel drainage grates can trap bicycle wheels, endangering the rider). Examples can be found at MLK and Concourse and under the Cross Over Bridge over JFK. This is a significant liability concern for the City. It should be noted that the Recreation and Park Department has agreed to carry out a full inventory with existing resources as soon as possible.

In general, make it easier for motorists to access Crossover, and other perimeter arterials in order to reserve park roads for bicyclists, pedestrians, and motorists with destinations within the park. This would primarily fall under the jurisdiction of the DPT.



19th Ave. at Lincoln

Convert some of the paved paths in the park to multi-use paths where bike access is critical, modifying design where necessary to ensure pedestrian safety.

Separate bicyclists and skaters from pedestrians where feasible on multi-use pathways by limited widening of pathways, striping, and colored pavement

Create a continuous off-road bicycling trail around the perimeter of the park. Sign, maintain, and publicize route on signs and in brochures. Educate public about staying on trails, sharing with other users, and proper etiquette. Promote GGP as a mountain biking destination.

Examine potential of setting up volunteer patrols through park, as well as organized commute rides through the park in winter and fall months.

Install speed limit signs, especially at every motor vehicle entrance, and throughout the park, paired with traffic calming device such as speed hump.

Greater enforcement of speed limits by the San Francisco Police Department, especially on MLK and JFK with revenue from tickets being applied to implementing bicycle/pedestrian safety improvements in the Park.

Implement metered/pay parking in the more developed areas of the park, with proceeds going to improve transit, bike, and pedestrian facilities

Increase supply of bicycle parking within the Park. Survey location of existing bike racks throughout Park, and install racks at all destinations within the park where they are lacking. Plan for attended bicycle parking facilities (Bikestations which may include rentals, repair, and information) at major destinations within the Park, such as the Music Concourse (per Master Plan section 5-5), Beach Chalet, Stow Lake, and Kezar Stadium.

Remove parking at intersections to improve visibility. Throughout the park, an effort should be made to reduce con-

flicts that arise from blind spots created where large vehicles such as SUV's block important lines of sight.

Consider creation of cul-de sacs where road closures are not politically feasible. One of the most serious issues that the public consistently brought up during the outreach process was automobile traffic using the park as a "short cut." This was identified as most serious on John F. Kennedy Dr. and Martin Luther King Dr. Installing barriers on the road that allow pedestrians, skaters, and bicyclists through but prohibit motor vehicles is one way of ensuring that the motor vehicles that drive within the park have destinations within the park, a directive that is specified by the master plan (section 5-2). Using this technique, motor vehicle access is preserved, but the ability to use the Park as a high-speed shortcut is diminished.

Plan Authors

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