

Subject: Saturday October 13th: Healthy Saturdays Accessibility Discussion & Tour in Golden Gate Park

Dear Colleagues and Disability Community Members,

You are invited to an Accessibility Discussion and Tour regarding the potential year-round extension of the Healthy Saturdays program in Golden Gate Park. This tour will cover concerns raised by the Mayor's Disability Council and members of the disability community regarding accessibility during street closures within the park, and will discuss potential accessibility solutions. The tour will be approximately 0.6 miles from start to finish (ending back at the starting location), and there will be several rest stops if needed along the tour route.

Representatives from Mayor's Office on Disability, SF Bicycle Coalition, Recreation and Parks Department, and Golden Gate Park Rangers will be on hand to listen and answer questions.

Participation from the disability community is highly encouraged. We hope to see you there!

Healthy Saturdays Accessibility Discussion & Tour

Saturday, October 13th

10:00am-12:00pm

In front of the De Young at

Hagiwara Tea Garden Dr. & Bowl Dr. (near Paratransit Drop-Off)

San Francisco, CA

[RSVP>>](#)

*in the event of inclement weather, those who RSVP will receive event reschedule information.

Golden Gate Park is wheelchair accessible. There will be rest stops if necessary along the route. To request reasonable accommodations, please contact the Mayor's Office on Disability (contact information below). If requesting accommodations by e-mail, please specify "Healthy Saturday's Request" in the subject line. Providing at least 72 hours advance notice will help to ensure availability.

Mayor's Office on Disability

1155 Market Street, 1st Floor

San Francisco, CA 94103

mod@sfgov.org E-mail

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JFK Closure and Disability Community Notes from Community Forum

Concern: Elimination of parking, including accessible parking

Proposed Actions:

- **Develop new directional signage for designated access routes and to off-street/hidden accessible parking spaces**
 - RPD: identify existing blue zones, and if they are being used as blue zones (rather than food vendor space)
 - MTA: Confirm if additional blue zones can and should be added, especially near high impact museum areas
 - MTA: Once determined, paint zone as appropriate.
- **Modify signage for road closures to include language accessible parking and drop-off locations at museums.**
- **Rec and Park will modify or add new banner signage denoting blue zones.**
- **Identify locations for new accessible parking spaces.**
 - MTA could cover the cost but RPD will lead the effort.
 - Note: Two new blue zones are being added with the project – MLK @ Tea Garden, Nancy Pelosi @ AIDS Memorial Grove. This project has been approved. Once Public Works finishes their piece, SFMTA will work on next steps.
- **Keep existing blue zones near the Music Concourse open**
 - Do this during Saturday closures of JFK by moving the traffic barriers back a few feet.
 - Move barriers for road closures back 30-40 feet to allow usage of blue zones just behind the typical barrier location.
- **Add temporary blue zones during Saturday closures only.**
- **Negotiate affordable parking in the garage (*ON HOLD –Need to see what the exterior solutions are first*)**
 - The Concourse Authority owns the garage. The City needs to get the latest data on lot usage and figure out who is on the authority, when do they meet, and who chooses pricing.

- Ask Dave Iribarne @ RPD (david.iribarne@sfgov.org) for Concourse Garage parking utilization data, last pulled ~1 year ago

Paratransit

Concern: Paratransit access

Proposed Solutions:

- **Develop signage for designated access routes including accessible drop-off/pick-up**
 - It's important that the signage guides the route from MLK Dr. during Sunday closures of JKL Dr. (Lincoln > MLK > Concourse).
 - Existing RPD burgundy signage on JFK and MLK points to pick-up/drop-off areas, but does not include the universal symbol – RPD could add this.
 - Add supplemental signs for drop-off zones.
- **Develop signage for paratransit within the closure area.**

Shuttles

Concern: The Rec and Park Shuttles are infrequent, the stops and distances between them are too long, the stops do not provide seating and shelter for inclement weather.

Proposed Solutions:

- **Improve shuttle service.**
- **Improve timing of shuttle service.**

Pedestrian Safety

Concern: The increased number of cyclists of all ages and abilities could increase danger to pedestrians, especially seniors and pedestrians with visual or mobility disabilities

Proposed Solutions:

- **New road closed signs at both MLK and JFK ends of Music Concourse.**
 - Replace signage that have fallen and been removed.
 - The existing 'Road Closed signs include / No LT except Buses, Taxis, and Drop-Off'. New signage should also account for accessible parking, paratransit, and bicycle access.

- MTA can propose signage and RPD can put it up. It can say pick-up & drop-off.
- **Refresh bike lane stencils** on NB bike path between JFK and Fulton @ 10th.
- **Walking/biking path needs to be improved.**
 - Improvements include: green paint for bike path, fixing universal symbol signage/post for walking path.
 - RPD will readjust the pole with accessible path-of-travel sign.
- **Develop concepts for bicycle traffic calming in JFK protected bikeway** (*Needs more discussion, any reconfiguration will take more time than other items. Bicycle traffic calming can happen sooner. Need to identify 1st priority, 2nd priority, and 3rd priority.*)
 - Signage should be focused on first.
 - Especially near crossings at accessible parking and tour bus loading spaces [being discussed with Valencia team]
 - Treatment ideas:
 - Transverse rumble strips (thick thermo)
 - Better 'yield' stenciling and/or 'shark's teeth'
 - Creative/engaging messaging
 - Raised element
- **Better compliance so there are no cars in the buffer zones** (*This will take more time, need City Administrators approval*)
 - Challenges: Buffer zone for unloading/loading are not consistent -- this is because the street width changes often along JFK. In most places, there is no space to add an additional 1 foot for buffer due to street constraints.
 - Reconfiguration of the street could lead to the possibility of a larger buffer zone and curbside unloading/loading.
- **Apply lessons learned from other protected bikeways to JFK Dr.**
 - There is interest in applying this but, but there is little low-hanging fruit (i.e., roadway width for modifications)

Funding & Coordination of Efforts

- Supervisor Fewer is interested in the Edges study and has funding; some of the funding will be used for transportation improvements. Joel Ramos should follow-up with her to discuss possibilities. MOD will contact Joel for an update.
- MTA will contact Supervisor Fewer to coordinate efforts on various projects happening near and in the park.