

Resolution on adequately marking pedestrian zones near platforms, transfer points, and schools.

Whereas, the San Francisco Board of Supervisors created the Balboa Park Station Community Advisory Committee (CAC) to review and provide public input and feedback on the improvement and general safety of all transit riders, including pedestrians, families, seniors, children and the disabled.

Whereas, the speeds along and adjacent to transit platforms, transfer points, and schools adjacent to the Balboa Park Station area are known to be excessive.

Whereas, the consistent street renovation work by PG&E and the ADA compliance work on street corners is not being coordinated in regards to marking pedestrian zones, leaving many areas with incomplete, or inadequate crosswalks.

Whereas, there are numerous intersections along San Jose Avenue, Ocean Avenue, and other streets near or adjacent to platforms, transfer points, and schools, that do not provide adequate pedestrian protection and lack appropriate signage, pavement markings, stopsigns, and mid-block rapid-flashing beacons.

Whereas, funding is being spent many major projects for Muni downtown, but little money has been set aside specifically for pedestrian safety measures in outlying Districts 7 and 11.

Whereas, the platform areas near schools are inadequately marked and there is a lack of enforcement by the SFPD to prevent speeding through the school zone areas especially during commute hours.

Whereas, money was spent on yellow curb demarcation along Market Street noting to “stay-back from the edge” and “cross at the crossing/intersection” however this was not implemented at ALL Muni light rail platforms.

Whereas, the purpose of the Balboa Park Station CAC is to provide input on immediate need for safety improvements and assisting agencies with the interests of the general public.

Therefore be it resolved, that the Balboa Park Station Community Advisory Committee hereby requests that the San Francisco Board of Supervisors, SFCTA/SFMTA and SF Planning Department ensure that adequate funding is set aside to review all intersections along lightrail systems especially near Muni Platforms, transfer points, and schools and implement marking along with signage and enforcement to reduce pedestrian injuries and fatalities.

Be it further resolved, that the Balboa Park Station CAC suggests that the SFMTA/SFCTA and DPW review with the BPSCAC the individual intersections adjacent to the station and along the San Jose Avenue and Ocean Avenue corridors to determine on a case-by-case basis those short-term safety improvements that can be implemented for the upcoming SFUSD school year to reduce pedestrian injuries and fatalities and improve pedestrian safety in an equitable manner throughout San Francisco.

Submitted by Aaron Goodman, Balboa Park Station CAC Member (Seat 8) – D11 Resident