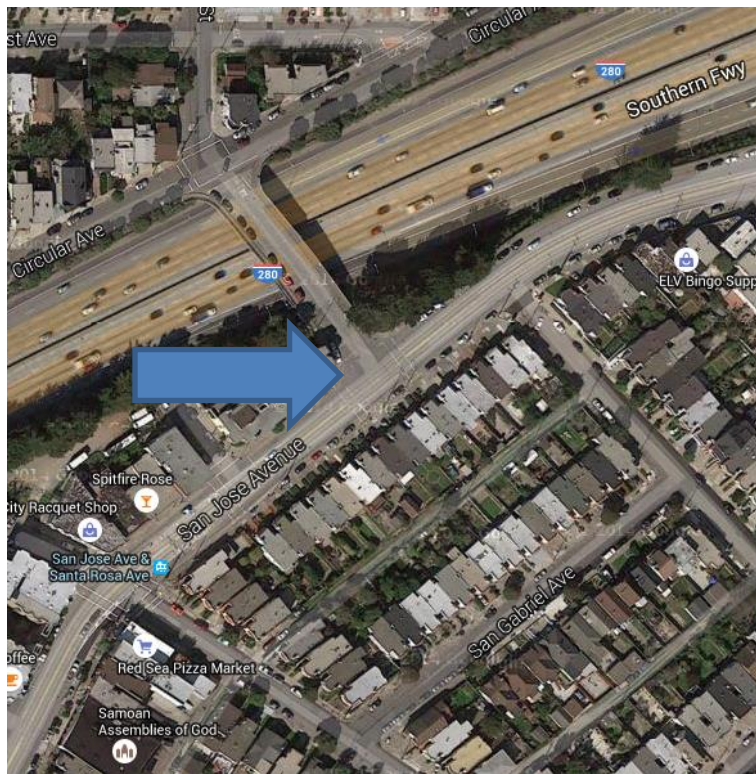




## **Balboa Park Station – CAC May 26, 2015**

***“Improving Pedestrian Street Safety  
And Concerns at Existing Crossings.”***

By  
Aaron Goodman – Seat 8 - Families and Children



- Wide street crossings
- No safe-crossing intermediate zones
- Lack of signage
- Lack of speed control signage along street
- Fading paint at crosswalk
- Inadequate safety crossing paint (hatching)
- Lack of stop signs along street length
- No indicators of train moving, or warning signs of trains approaching
- Blind curve towards underpass.
- Use of these streets as “cut-through” and traffic bypass.

Baden @ SAN JOSE AVE



Speeds, Crossings, Platform Access at Transit Stops

## Havelock + Santa Ynez @ SAN JOSE AVE



New School, and a new crossing, a dangerous mix.

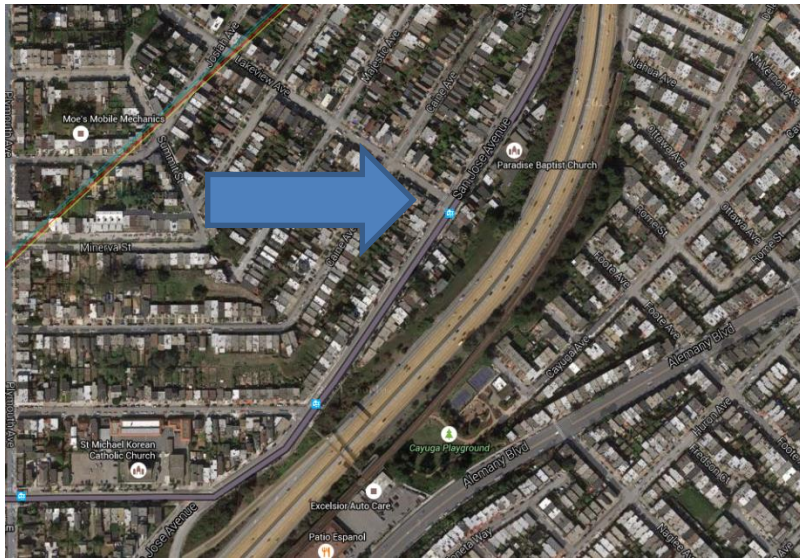
Repeat near misses at freeway access areas.

## Seneca @ SAN JOSE AVE



- Blind Curves
- Street Elevation Change and Grade
- Ramps obscure pedestrians
- Islands not identifiable
- Signage is not sim. colors
- No indication of speeds allowable
- Parking obscures crossing points.

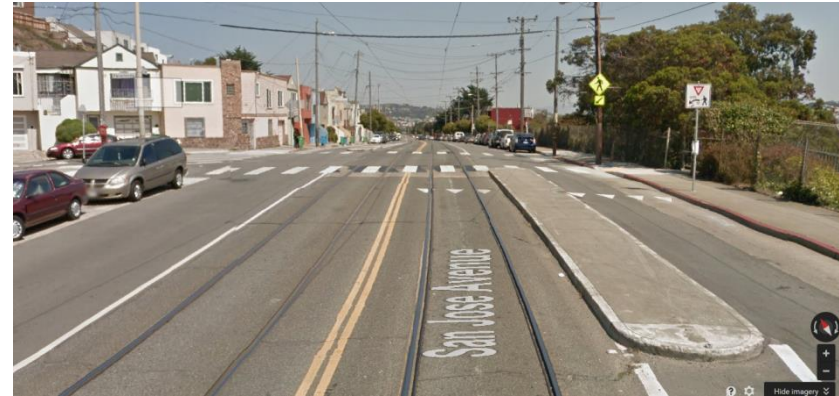
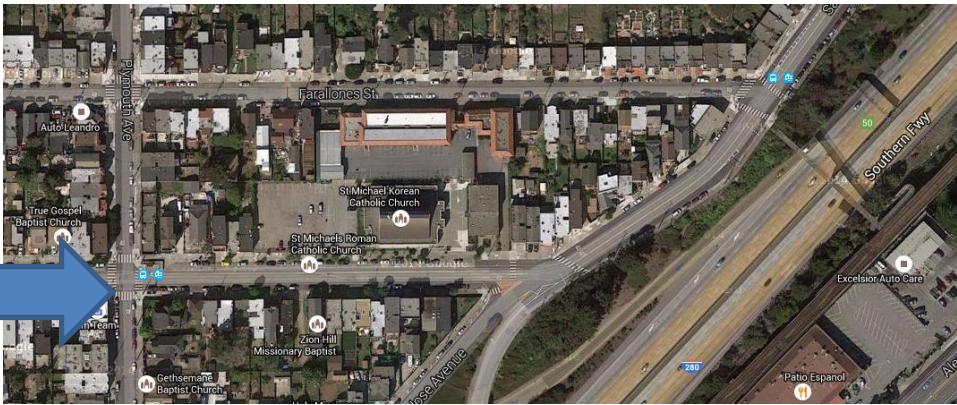
Mt. Vernon and Niagara @ SAN JOSE AVE



- Location of fatal accident at the intersection of lakeview and san jose avenue.
- Width of street
- No safe-crossing intermediate zones
- Lack of signage
- Lack of speed control signage along street
- Fading paint at crosswalk
- Lack of stop signs along street length
- No indicators of train moving, or warning signs of trains approaching



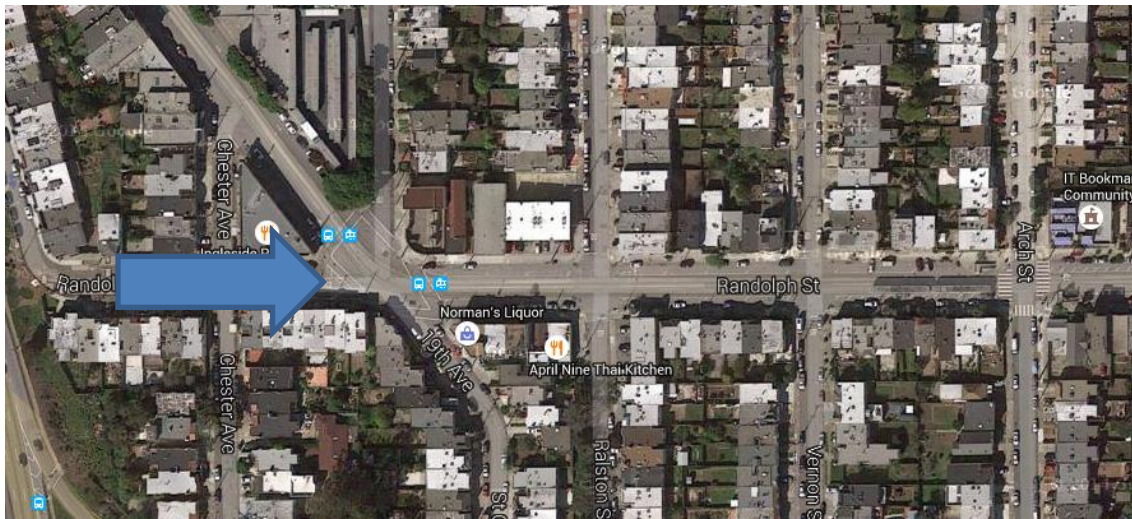
## LAKEVIEW @ SAN JOSE AVE



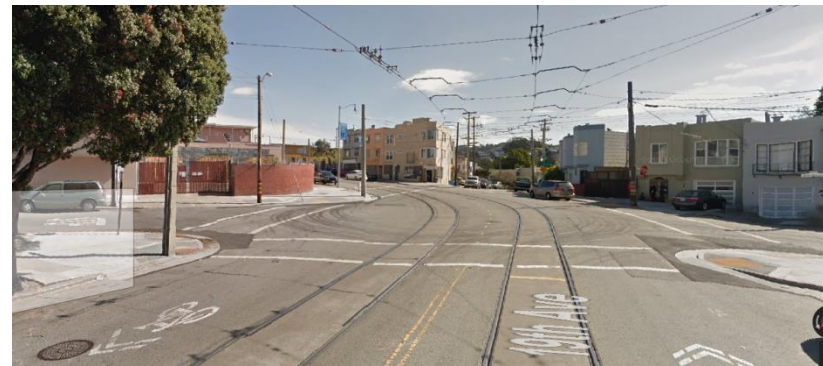
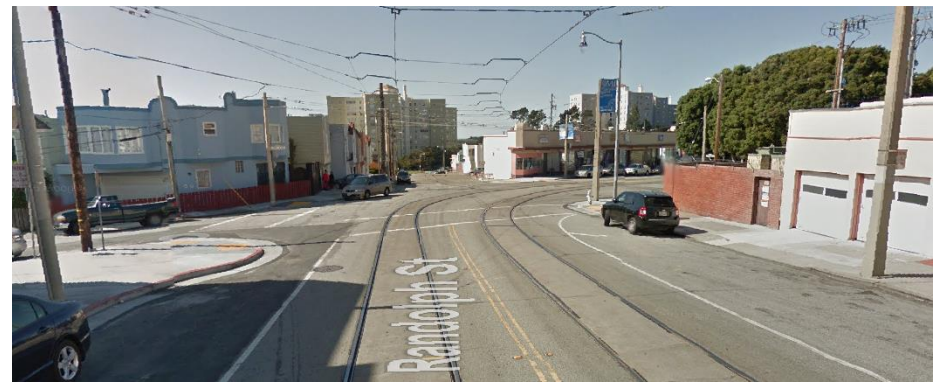
- Islands and Boarding Zones not marked
- Signage illegible
- Crossings often ignored by cars/trains at stopping points (marks for start-stop of trains.)

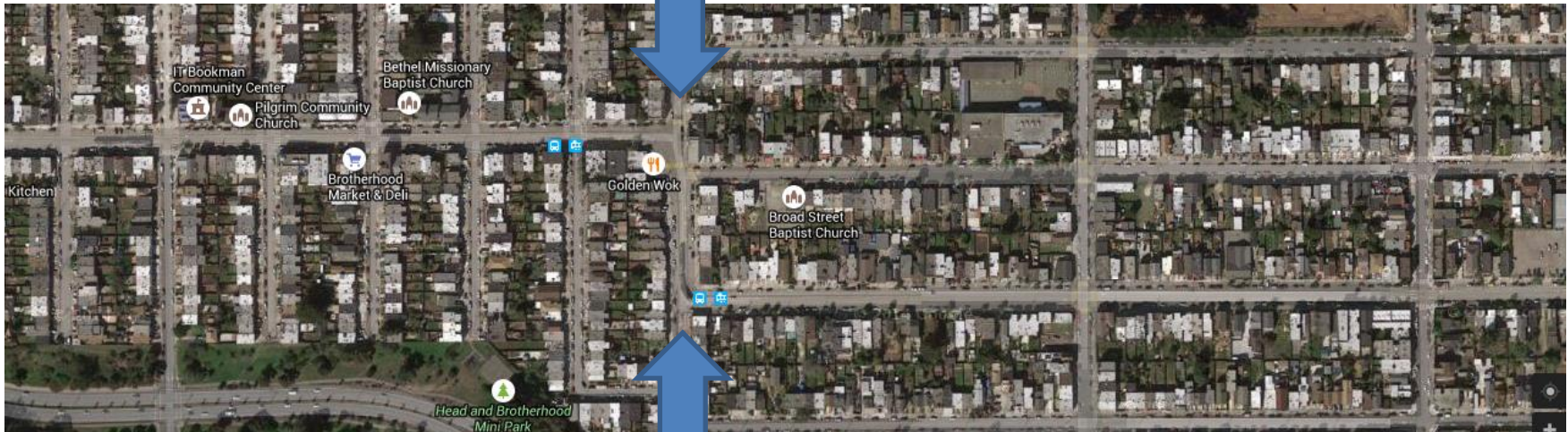
## Broad @ Plymouth

# Randolph @ 19th



- Wide street crossings
- No safe-crossing intermediate zones
- Lack of visual at blind curve
- Lack of speed control signage along street
- Fading paint at crosswalk
- Inadequate safety crossing paint (hatching)
- Lack of stop signs at multi-intersecting streets.
- No indicators of train moving, or warning signs of trains approaching
- Use of these streets as “cut-through” and traffic by-pass.





Frequent Stops and Intersections

SFPL Stop and Community After School Locations / Hang-outs of kids at blind curves.

Longer Straight-Aways and increased speeds.

Transition Blind Zones, and School Crossing Points

Randolph to Broad St. – Transition Zones, Stops and Transfer Points





Huge Intersection, with little comfort crossing zones.

Lack of visual safety areas for pedestrians.



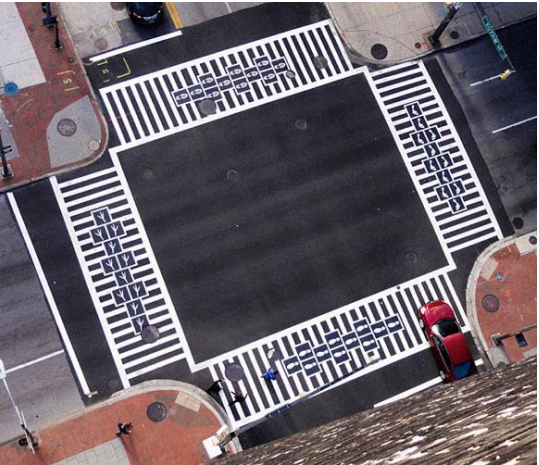
No Safety Zones at Train and Car crossing areas.  
Lack of warning and boarding zone indications.

19<sup>th</sup> Avenue @ Randolph + Juniperro Serra Blvd.

# WHAT MAKES SAFER PEDESTRIAN STREETS?



# What is a current method that provides some means of Safety?



Red Zones  
Green Zones  
White Zones

Why not

\*\*\*\*BLUE

or

\*\*\*\*Solid Yellow Zones?



# What are some **examples** of safety changes implemented?



Traffic calmed streets provide safe passage for bicycles and pedestrians.



Crafco, Inc.

Intersection Patterns, Materials, Biscuit Islands, Bump Zones, Bollards, Planters, and Colored Zoned Crossings,

## ***Some Suggested Steps to Solutions***



- Implement immediate school, and pedestrian safe crossing painted zones
  - Cross Walks at transit platforms and transfer points
  - Striped Intersections and crossings near schools
- Increase funding for pedestrian safety equitable to Bike and TEP funding.
- Install signage, and slow zone alterations
  - Flashing crosswalks
  - Train approaching signage + sounds
- Look at new strategies to inform drivers of vehicles, bikes, and pedestrians of the rules of the road.
  - Flyers to schools
  - Look before you leap / slow at the schools / “bee-safe” school crossings / PEDESTRIANS = OUR #1 PRIORITY
- Increase public awareness of areas where children cross, and transition zones occur.
  - Signage (temporary to permanent) – Art Project, or Street Interventions and Increased funding for enforcement.
- Think outside the DOT box on solutions, and use existing solutions in a new way that are already method wise, approved implemented and proven.
  - Look at a proven installed system or alternative and “tweek” it to make a new version specific to the issue

Thank you for your interests in making **pedestrian** routes, as much a part of safety as trains, cars, bus’s and bikes.

***We must do better for the children and families of SF, to improve pedestrian Safety NOW!***