

The Pedestrian Safety Subcommittee of the LMTF Recreation Committee has conducted a review of statistics supplied by the SFPD Legal Division. This review indicates the need for action to better control traffic flows and improve pedestrian safety for the many thousands of people who visit Lake Merced each year. The following summary is based upon statistics from years 2000 – 2003, the most recent information available.

**Resolution adopted by LMTF Recreation Committee 8/19/2004**

1. The majority of vehicular collisions take place on Lake Merced Boulevard between Sunset Avenue and John Muir Drive.
2. The intersections of Lake Merced Boulevard/ Brotherhood Way, Lake Merced Boulevard/ John Muir Drive and Lake Merced Boulevard/Higuera are areas of the highest recorded number of collisions.
3. Speeding is the cause of most collisions.
4. 46 people on average per year are injured from automobile accidents in this area.
5. There were 4 fatalities between 1990 through 2001 and at least 1 death in 2003.
6. Rear-end collisions cause most injuries because they involve more cars than any other kind of accident.
7. There were 72 pedestrian injuries between 1990 and 2001.

**Resolution**

This survey of vehicle collisions and pedestrian accidents occurring on and/or near the perimeter of Lake Merced over a 4-year period seems excessive. This is a protected area used primarily for sport and recreation. The General Plan for the City of San Francisco, as amended by Resolution No.14149 adopted on 6/27/96, establishes the following policies for Lake Merced:

Policy 5.1: Preserve in a safe, attractive and usable condition the recreational facilities, passive activities, playgrounds and vistas of the Lake Merced area for the enjoyment of citizens and visitors to the city.

Policy 5.2: Maintain a recreational pathway around the lake designed for multiple use.

Policy 5.3: Allow only those activities in Lake Merced area which will not threaten the quality of the water as a standby reservoir for emergency use.

The following recommendations are intended to effect solutions that will calm traffic, insure pedestrian safety, and fulfill the mandates established in the City's General Plan:

## Recommendations

1. Post a uniform speed limit of 35 mph throughout the perimeter area.
2. Install a pedestrian controlled stop light at the Herbst/Skyline/Lake Merced Blvd. intersection.
3. Install an additional traffic stop at the intersection of Lake Merced Blvd./John Muir Drive that would effectively abate traffic flowing south on Lake Merced Blvd. and provide controlled access for traffic turning north on Lake Merced Blvd. from John Muir Drive. Pedestrian activated walk sign should also be provided, as this is a handicapped crosswalk.
4. Reconfigure the traffic flow at the intersection of LMB/Brotherhood Way to include controlled access into the parking lot from both north- and southbound Lake Merced Blvd. and Brotherhood Way. This would eliminate the through lane of non-stop traffic southbound on Lake Merced Blvd.
5. Implement a “No 24-hour Parking” policy around the Lake except for designated areas: John Muir Drive in front of the Lakewood Apartments from Skyline to the east end of the apartment buildings, and the Sunset Circle and Brotherhood Way parking lots.
6. Reverse the parking configuration in front of the LW apartments on JMD where there is limited traffic visibility from driveways to parallel parking, and create angle parking across the street where there are no traffic impediments.
7. Double fine speeders and urge the SFPD to step-up enforcement of offenders.
8. Install a bicycle lane on the perimeter roads surrounding the Lake. Post a 5 M.P.H. speed limit for bicycles using the walking path.