

Paul Revere School

Walk Audit Report

Walk Audit held April 27, 2022

Acknowledgements:

Thanks to Paul Revere Principal Will Eaton, Family Outreach Coordinator Monica Padilla and Teresa Maxwell from the school's office, Family Liaisons Vanina Gaviraghi and Glamis Rory, and Family Resource Specialist, Starlette Jones, and several students who participated in this walk.

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January 3, 2023





Introduction

Walking Audits of San Francisco elementary, middle and high schools are a part of the San Francisco Municipal Transportation Agency’s School Area Safety Program, which also includes School Area Engineering and Safe Routes to School Projects.

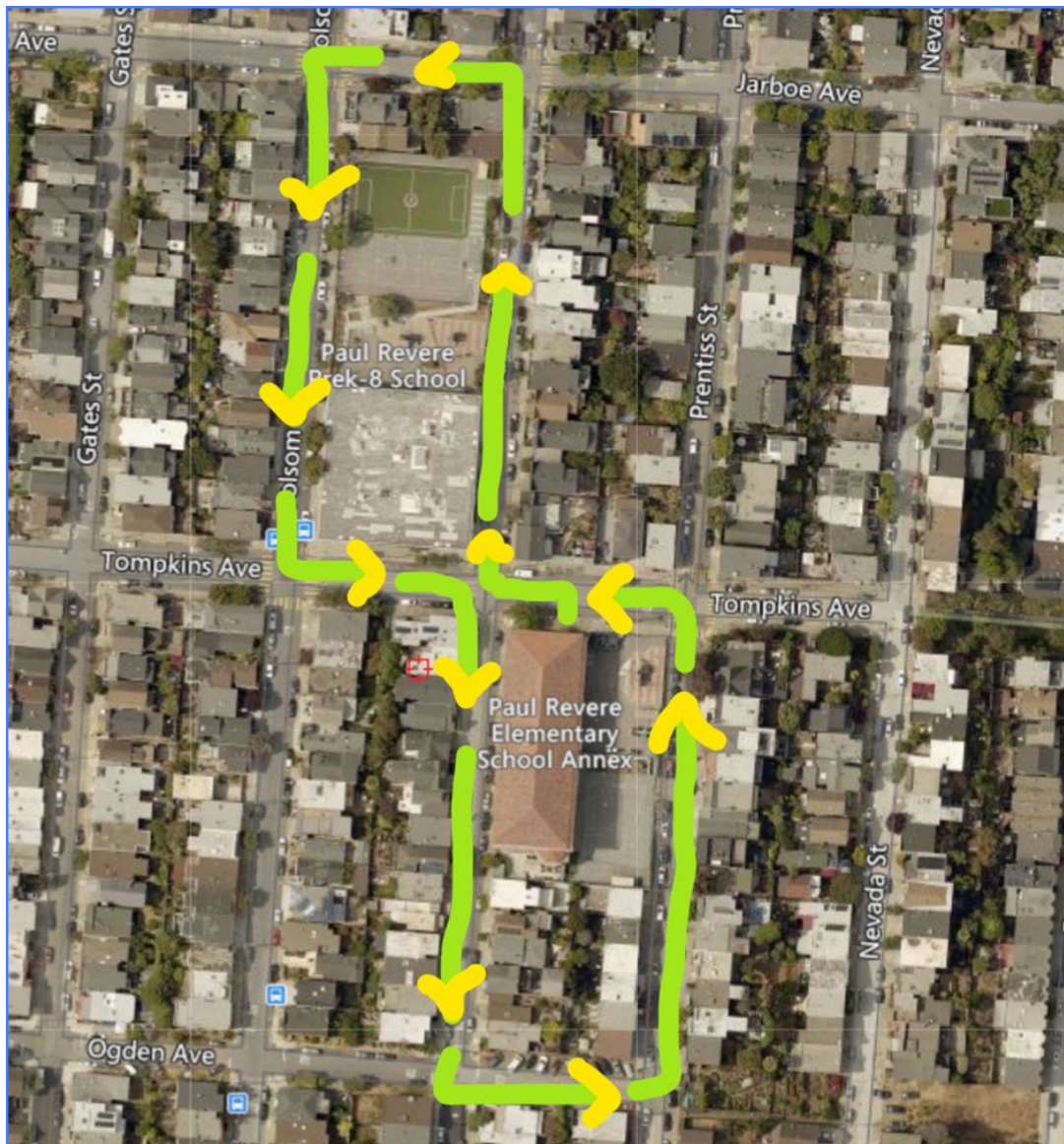
A “Walking Audit” is an organized group walking tour (45 minutes to an hour) of each school area in order to identify and address obstacles to safe and comfortable walking in the area around the school. Participants are typically a group of 6-12 people, including school staff, parents, advocates, and students. Each Audit identifies both Near- and long-term improvements.

Schools are chosen for Walk Audits based on recent injury collisions in the school area, the potential to increase walking among the student population, and whether or not recent safety work has been done in the school area. Each 2021-2022 Walking Audit school has been allocated \$50,000 for Near-term improvements. Longer term and more costly improvements will be recorded and recommended for inclusion in larger projects on that street.

The Paul Revere School Walking Audit was held on Thursday April 27, 2022, from 2-3 pm, under clear skies with moderate temperatures. Principal Eaton recruited participants for the walk audit among whom were family liaison and office staff, parents and students participated in the Walk. In total, 10 people in participated in the Walk Audit.

The Walking Route

Beginning at the front door of the school, on Tompkins Street, the walk route included streets directly adjacent to the two school buildings and reached south to Ogden Avenue. See the aerial photograph of the walking route below:



School Area Pedestrian Issues Identified

Participants were given note sheets with an introduction and an explanation of the “Tool Kit” of measures (including photos) that are available to address both near- and long-term issues and concerns. These sheets were used by each participant to take notes and record issues. SFMTA staff then compiled participant comments in this report. Participants were asked to be inclusive in their comments, recording all issues that impact them on their walk, NOT just those issues that can be addressed by the SFMTA.

General School Area Issues/Concerns:

- Need better visibility at crosswalks
- Traffic moves too fast
- Road striping is faded
- Vehicles don’t always stop behind the crosswalks



Tompkins Street fronting the school entrance

Near-Term Issues/Concerns:

- Need better visibility at crosswalks
- Vehicles don’t stop behind the crosswalks
- Traffic along Tomkins moves too fast

Long-Term Issues/Concerns:

- Rectangular Rapid Flashing Beacon (RRFB)?



Tompkins Street at Banks Street

Near-term concern:

- Need better visibility at crosswalks
- Traffic moves too fast along Tomkins
- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- Rectangular Rapid Flashing Beacon (RRFB)?

Banks Street at Jarboe Street

Near-term concern:

- Need better visibility at crosswalks
- Vehicles don't stop behind the crosswalks
- Road striping needs refresh

Long-Term Issues/Concerns:

- None

Jarboe Street at Folsom Street

Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- Cars often don't stop behind the crosswalks
- Two-way Stop not always respected
- Request a crossing guard

Long-Term Issues/Concerns:

- None



Tompkins Street at Folsom Street

Near-Term Issues/Concerns:

- Large buses and Muni line 67 (Folsom) block visibility of pedestrians
- Visibility of crosswalks obscured by parked vehicles
- Traffic moving too fast
- Roadway striping is faded

Long-Term Issues/Concerns:

- None

Ogden Street at Banks Street

Near-Term Issues/Concerns:

- There is no marked crosswalk
- Visibility at crosswalks obscured by parked vehicles

Long-Term Issues/Concerns:

- None

Prentiss Street at Ogden Street

Near-Term Issues/Concerns:

- There is no marked crosswalk
- Cars speed uphill on Prentiss
- Vehicles don't stop behind the crosswalks

Long-Term Issues:

- None



Prentiss Street at Tompkins Street

Near-Term Issues/Concerns:

- Vehicles don't stop behind the crosswalks
- Visibility of crosswalks obscured by parked vehicles
- Roadway striping is faded

Long-Term Issues:

- None

Paul Revere Walk Audit Recommendations

General School Area Recommendations:

- Install daylighting to improve visibility at crosswalks
- Update roadway striping
- Evaluate for new school crosswalks
- Slow traffic with installation of speed humps or cushions



Tompkins Street fronting the school entrance

Near-Term Issues/Concerns:

- Daylight all approaches to all crosswalks
- Install speed humps/cushions

Long-Term Issues/Concerns:

- Rectangular Rapid Flashing Beacon (RRFB)?

Tompkins Street at Banks Street:

Near-term Recommendations:

- Daylighting all approaches
- Shift SB white zone on Banks Street northerly by 10' feet and daylight

Long-Term Recommendations:

- Rectangular Rapid Flashing Beacon (RRFB)

Banks Street at Jarboe Street

Near-term Recommendations:

- Refresh roadway striping
- Daylight all approaches
- Add one speed hump on Jarboe, Banks - Folsom

Long-Term Recommendations:

- None

Jarboe Street at Folsom Street:

Near-Term Recommendations:

- Daylight eastbound and westbound approaches
- Request crossing guard
- Install sign telling drivers it's a two-way stop
- Evaluate for a 4-way stop

Long-Term Recommendations:

- None



Tomkins Street at Folsom Street:

Near-Term Recommendations:

- Review if Muni flag stops at Tompkins/Folsom be Muni zones
- Add speed hump on Folsom, between Tompkins and Jarboe
- Daylight all approaches
- Shift WB white zone fronting school building by 10' to add daylighting

Long-Term Recommendations:

- None

Ogden Street at Banks Street:

Near-Term Recommendations:

- Review intersection for a marked yellow school crosswalk
- Daylight all approaches

Long-Term Recommendations:

- None



Prentiss Street at Ogden Street:

Near-Term Recommendations:

- Review intersection for a marked yellow school crosswalk on east and south legs
- Add speed hump on Prentiss, Ogden - Banks
- Review for a Stop sign for northbound traffic on Prentiss at Ogden

Long-Term Recommendations:

- Install curb ramps

Prentiss Street at Tomkins Street:

Near-Term Recommendations:

- Refresh all roadway striping
- Daylight all approaches to intersection

Long-Term Recommendations:

- None

Next Steps and Projected Near-Term Timeline:

Prioritizing Recommendations

Upon completion of this report, SFMTA School Engineering Program manager and staff will evaluate the recommendations and recommend and prioritize near- and long-term improvements for implementation. Each of the five 2021-22 Walk Audit schools has a budget of \$50,000 for near-term improvements, and staff will prioritize improvements at each school to maximize the safety benefit for the student population.



Legislation of Prioritized Recommendations

SFMTA Schools Engineering staff will then legislate prioritized items that require interdepartmental or SFMTA Board approval. Some items, such as “Daylighting” or additional advisory signage, do not require legislation. Others, like speed humps, certain parking restrictions, and traffic signal timing modification, require legislation or review by committee that typically takes 2-3 months.

Construction/Implementation of Near-Term Measures

Implementation or construction of the approved measures will vary depending on the complexity of installation. Simpler measures, such as daylighting, roadway striping, and signs can be installed more quickly than speed humps, raised crosswalks, signal timing modifications and more complex measures. So

Phase 1 will include the simpler measures: signs, curb paint, and roadway paint.

Phase 2 will include speed humps, raised crosswalks, and signal timing modifications

Near-Term Project Timeline

Projected Timeline	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb
Prioritize Recommendations	P1, P2	P1, P2							
Approval of Simple Measures		P1							
Legislation of Other Measures			P2	P2					
Submit Work Orders			P1	P1	P2	P2			
Installation of Measures				P1	P1	P1	P2	P2	P2

P1 = Phase 1

P2 = Phase 2

Long-Term Recommendations

Measures recommended for long-term implementation will be incorporated into larger construction efforts as feasible, and will not have a projected timeline at this point. These recommended measures will be re-evaluated for their efficacy at such a time as they may be included in the scopes of larger construction projects in the immediate area. These types of projects often include Sewer and Water main replacement, re-paving, sidewalk reconstruction, or possibly undergrounding of utilities.