

Sanchez Elementary and Everett Middle Schools

Walk Audit Report

Walk Audit held April 5, 2023

Acknowledgements:

Thanks to Principal Ana Marin at Sanchez Elementary Principal and Principal Alicia Blacknell at Everett Middle for their help in recruiting a walk team. Everett Facilities Manager Ruben Urbina, Everett Vice-Principal Dinora Castro, and SFUSD Safe Routes to Schools coordinators Samantha Kwan and Tina Bell joined our walk. Seven people in total participated in the Audit and several students who participated in this walk.

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December 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. In 2023 each 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 Walking Audit for Sanchez Elementary and Everett Middle schools was conducted jointly on Thursday April 5, 2023, from 7:30 – 9:30 am, under partly clear skies with moderate temperatures. Sanchez Principal Ana Marin and Everett Principal Alicia Blacknell recruited a small walk team including Everett Facilities Manager Ruben Urbina and Everett Vice-Principal Dinora Castro. SFUSD Safe Routes to Schools coordinator Samantha Kwan and scheduler Tina Bell also joined our walk. Seven people in total participated in the Audit.

The Walking Route

Beginning at the front door of Sanchez Elementary, the walk route included streets directly adjacent to the school from Sanchez Street north to 16th Street, then east to Church Street and south to the front of Everett Middle, then west on 17th Street. 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
- Drivers making turns often don’t yield to pedestrians
- Vehicles don’t stop behind the crosswalks
- School loading zone on Church Street is not accommodating current levels of drop-off and pick-up, leading to unsafe driving practices and double parking alongside the J Church Muni line
- School loading zones compete with bus zones on Sanchez Street leading to drop-offs and pick-ups from center lane



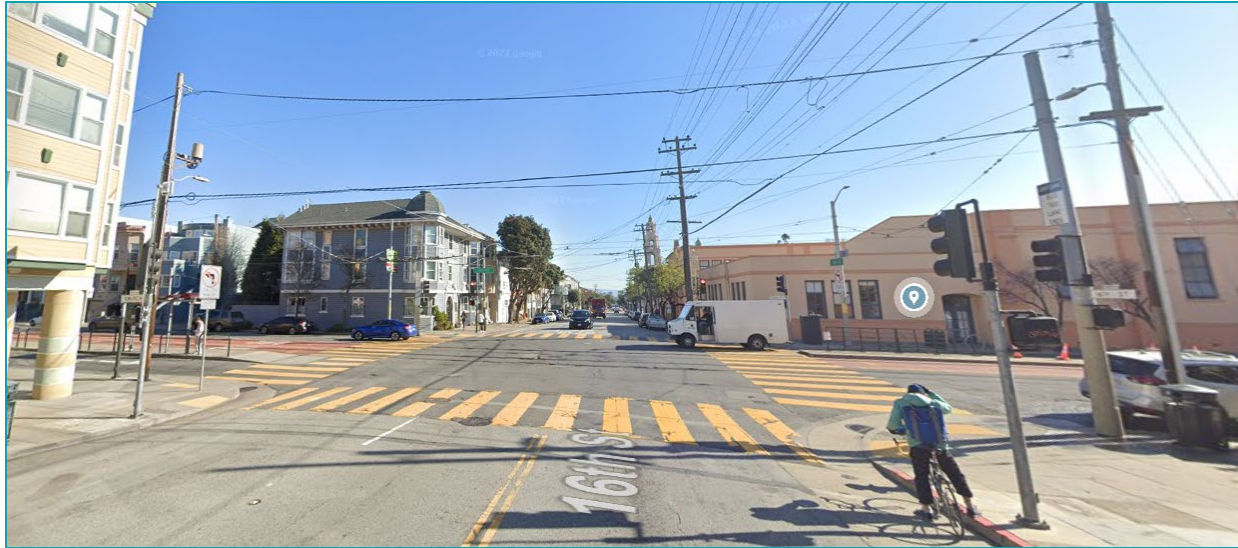
Sanchez Street at 16th Street

Near-Term Issues/Concerns:

- Afterschool program runs to 6 PM while school and bus loading zone on Sanchez Street runs only to 4 PM
- Passenger loading and school bus zones on Sanchez Street are congested mornings and afternoons, leading to drop-offs / pick-ups from double-parked cars in the center lane
- High tech buses pulling into designated stop on 16th Street are blocking the crosswalk
- Need better visibility at crosswalks
- Vehicles don’t stop behind the crosswalks
- Road paint needs to be refreshed

Long-Term Issues/Concerns:

- Improve crossing experience for pedestrians



16th Street at Church Street

Near-Term Issues/Concerns:

- Special stop for 22 Muni (School Tripper) on 16th Street is used only in the PM. Wednesdays school has early dismissal but signage is only 3:00-4:30 PM.
- Signal timing is not adequate for pedestrian crossing
- Passenger loading zone on Church Street is 8 AM – 10 AM but should be 7:30 AM – 9:30 AM to serve actual school drop-off and pick-up times
- Drivers are double parking in vehicle lane constrained by passing J Church line
- Vehicles don't stop behind the crosswalks
- School requests a crossing guard for this intersection or reassign guard from Sanchez/16th

Long-Term Issues/Concerns:

- NB Muni island does not accommodate the volume of people waiting for J Church

Church Street at 17th Street

Near-Term Issues/Concerns:

- History of bicycle collisions at this intersection
- Visibility of crosswalks obscured by parked vehicles
- Cars double park white zone on Church Street very close to Muni rail line
- Cars often don't stop behind the crosswalks
- School requests a crossing guard for this intersection

Long-Term Issues/Concerns:

- Shorten crossing distances for pedestrians



17th Street at Sanchez Street

Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- School requests a crossing guard for this intersection
- Drivers are making illegal U-turns at this intersection
- White zone signage does not clearly differentiate bus zone from passenger loading (7 scheduled school buses at morning and afternoon)
- Passenger loading zone signage needs to be updated to reflect actual drop-off and pick-up hours
- Vehicles don't stop behind the crosswalks
- Review perpendicular parking on east side of Sanchez Street for possible switch to west side of street with parallel parking added to east side for better pull-through of drop-off and pick-up
- Needs targeted parking enforcement
- Roadway paint is faded
- Cars are traveling too fast on Sanchez Street

Long-Term Issues/Concerns:

- Shorten pedestrian crossing distances

Sanchez Elementary and Everett Middle School Walk Audit Recommendations

General School Area Recommendations:

- Review school loading zones fronting both schools, on Sanchez Street and Church Street to reduce queuing and double-parking
- Improve visibility at crosswalks by adding Daylighting wherever possible
- Modify signal timing where needed
- Improve visibility of school speed limit signs



Sanchez Street at 16th Street

Near-Term Recommendations:

- Review passenger loading and bus zones to alleviate congestion and double parking on Sanchez Street during morning drop-off and afternoon pick-up time
- Extend bus loading zone on Sanchez Street to 6 pm to match afterschool program hours
- Identify ways to clearly differentiate passenger loading from bus zones on Sanchez Street
- Review extending white zone on east side of Sanchez south to 17th Street
- Review designated tech bus stop on 16th Street so eastbound buses don't block crosswalk
- Add two speed humps or cushions on Sanchez Street between 16th Street and 17th Street
- Daylight approaches to crosswalks where needed
- Review signal timing for current standards (LPI and 3.0 walk speed)
- Confirm there is a crossing guard for this intersection
- Refresh all roadway paint

Long-Term Recommendations:

- Add curb extensions at all corners

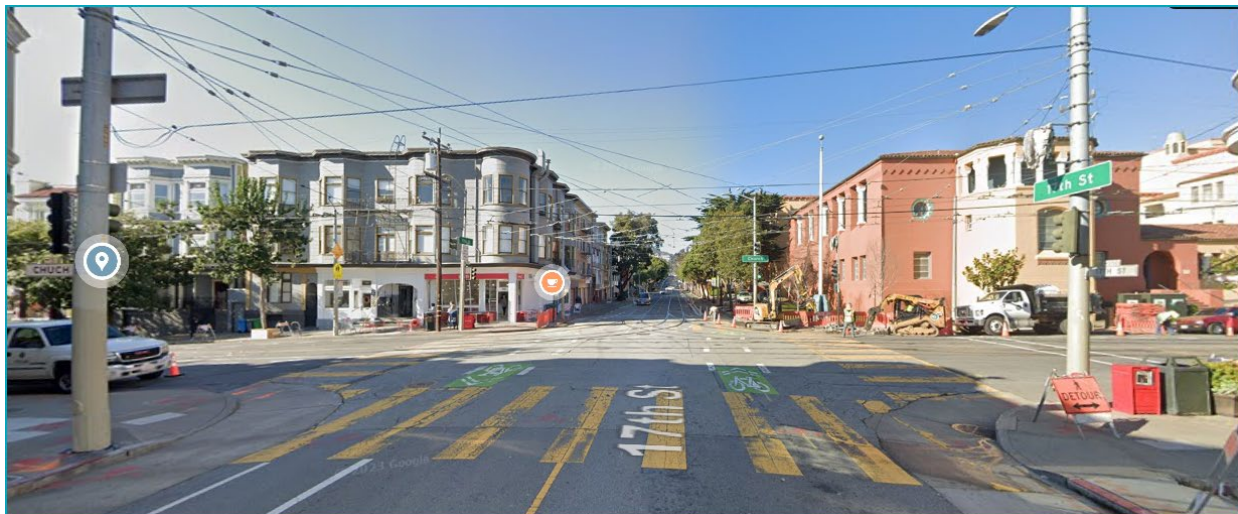
16th Street at Church Street

Near-Term Recommendations:

- Explore whether PM special 22 Muni stop (School Tripper) on 16th Street can function as a Passenger Loading Zone in AM
- Review signage to allow earlier pick-up by 22 Muni on minimum day Wednesdays
- Review 22 Muni (School Tripper) – can it operate both directions?
- Request short term targeted parking enforcement
- Confirm signal has lead pedestrian interval (LPI) and 3.0 walk speed
- Daylight approaches to crosswalks where needed
- Review passenger loading zone on Church Street for consistency with school drop-off and pick-up schedule
 - Church Street is 8 AM – 10 AM; should be 7:30 AM – 9:30 AM
- Request crossing guard for this intersection

Long-Term Recommendations:

- Request Transit extend NB Muni island for J Church passengers to accommodate current passenger volume



Church Street at 17th Street

Near-Term Recommendations:

- Improve visibility at crosswalks by adding Daylighting
- Review white zone to address double-parking near J Church Muni line
- Request a crossing guard for this intersection
- Evaluate Church Street for perpendicular or angled parking
- Confirm signal has lead pedestrian interval (LPI) and 3.0 walk speed at minimum
- Evaluate intersection for opportunities to improve bicyclist safety

Long-Term Recommendations:

- Remove Muni rails on 17th Street
- Update curb ramps



17th Street at Sanchez Street

Near-Term Recommendations:

- Explore shifting perpendicular parking to west side of Sanchez Street to ease pull-through for pick-up and drop-off
- Update passenger loading zone signage to reflect actual drop-off and pick-up hours
- Review intersection for ways to reduce illegal U-Turns
- As noted above, on Sanchez Street, clearly differentiate passenger loading from school bus zones
- Improve visibility at crosswalks by adding Daylighting
- Request short-term targeted parking enforcement
- Request crossing guard for this intersection
- Refresh all roadway paint
- Add two speed humps on Sanchez Street between 17th Street and 16th Street

Long-Term Recommendations:

- Add curb extensions

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 2022 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

<i>Projected Timeline</i>	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.