

Dr. Martin Luther King Jr. Middle School

Walk Audit Report

Walk Audit held February 18, 2020

Acknowledgements:

Thanks to MLK Vice Principal Tyson Fechter, Teacher Chun Yin Li, Walk SF's Vernon Haney and Sam Kwan, Tenderloin Safe Passage's Joanna Sullivan, and the parents, staff and students who participated in this walk.

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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.

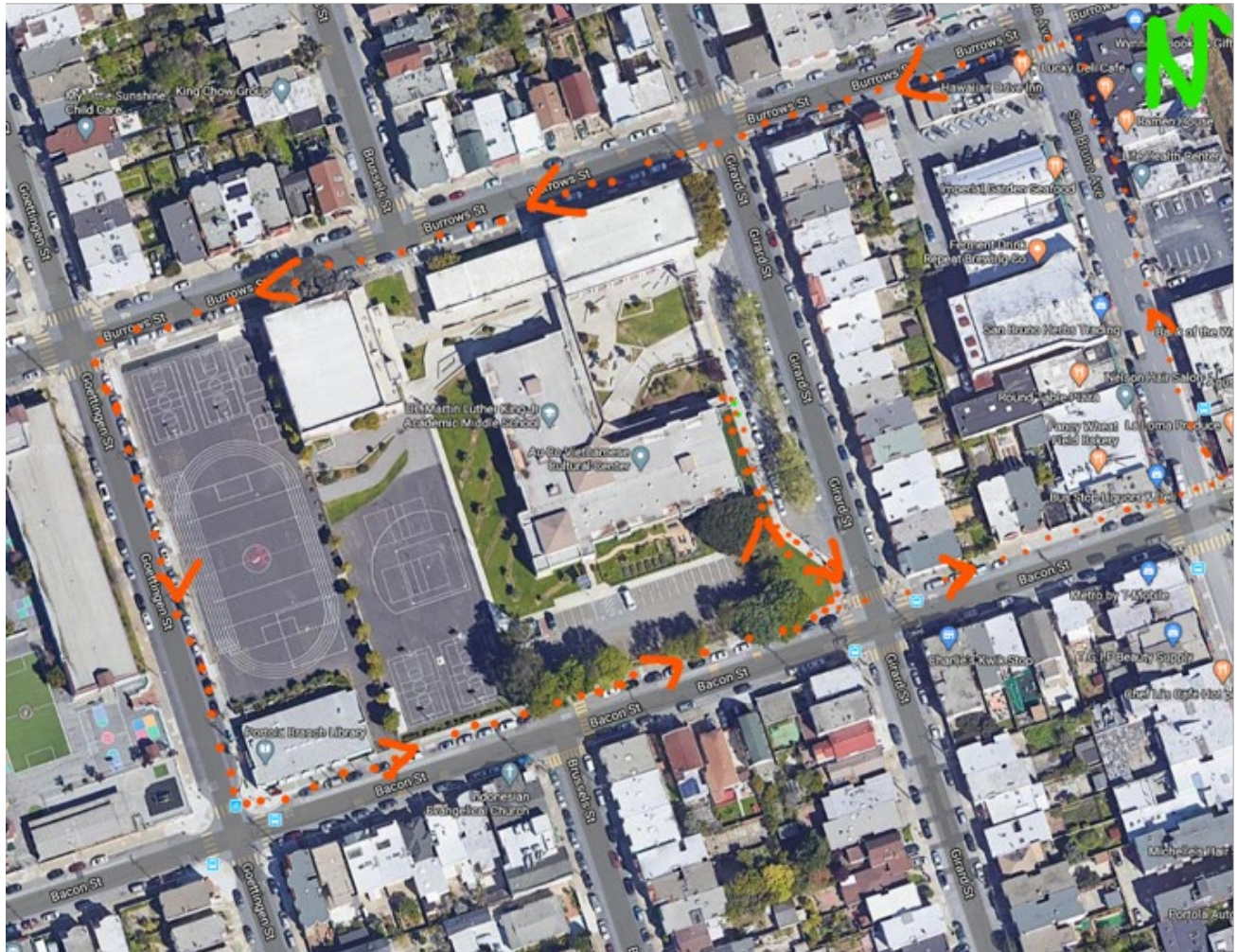
A “Walking Audit” is an organized group walking tour (45 minutes to an hour) of each school area in order to identify and address obstacles to safe and comfortable walking in the area around the school. Participants are typically a group of 6-12 people, including school staff, parents, advocates, and 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 2020 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 Martin Luther King Middle School Walking Audit was held on Tuesday February 18th, 2020, from 3-4 pm, under clear blue skies with moderate temperatures. Vice Principal Tyson Fechter recruited staff, parents and students to participate in the Walk. Pedestrian advocates from WalkSF and Tenderloin Safe Passage also participated. Nine people in total participated in the Audit.

The Walking Route

Beginning at the front gate of the school, the walk route included streets directly adjacent to the school and the block of San Bruno Avenue between Burrows Street and Bacon 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:

- Not enough **15 MPH School Area** signs
- Need better visibility at crosswalks
- Sidewalk ramps are missing or old
- Vehicles don’t stop behind the crosswalks

Girard Street at Bacon Street:

Near-Term Issues/Concerns:

- Need better visibility at crosswalks



- Tall vehicles block sight distance at crosswalks
- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- Possible sidewalk bulbs
- Better street lighting

Bacon Street at San Bruno Avenue:**Near-Term Issues/Concerns:**

- Daylighting
- Lead Pedestrian Intervals (LPIs)
- Extend Crossing time for San Bruno Avenue
- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- Bus stop relocation

Burrows Street at San Bruno Avenue:**Near-Term Issues/Concerns:**

- Daylighting
- Extend Rectangular Rapid Flashing Beacon (RRFB) crossing time for San Bruno Avenue
- Sharks teeth for RRFB?
- Tall vehicle restrictions at crosswalks

Long-Term Issues/Concerns:

- San Bruno bus stop relocation

Burrows Street at Girard Street:**Near-Term Issues/Concerns:**

- Daylighting is faded and need more
- Tall vehicles block visibility at crosswalks
- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- Better street lighting
- Sidewalk bulbs

Burrows Street at Brussels Street:**Near-Term Issues/Concerns:**

- Visibility at crosswalks is bad
- There is no STOP sign for Brussels Street

Long-Term Issues/Concerns:

- Better street lighting
- ADA ramps

Burrows Street at Goettingen Street:**Near-Term Issues/Concerns:**

- Daylighting is faded and need more
- Tall vehicles block visibility at crosswalks
- Vehicles don't stop behind the crosswalks

Long-Term Issues:

- None identified



Bacon Street at Goettingen Street:

This intersection, between MLK School, ER Taylor School, and fronting a local branch library, is a model intersection for school areas, and includes bulb-outs, school continental crosswalks, new ADA ramps, a Muni bus stop, and is an ALL-WAY STOP controlled intersection.

No recommendations for improvement here.

Bacon Street at Brussels Street

Near-Term Issues/Concerns:

- Hard for pedestrians to cross Bacon Street - Cars do not yield – STOP signs for Bacon Street (NOT recommended by SFMTA Operations Section)
- Vehicles don't stop behind the crosswalks
- It is hard for staff exiting school parking lot
- Paint School Continental crosswalks (enroute via open SFMTA work order)
- Daylight intersection - Daylighting – especially in the middle of the intersection on Westbound Bacon Street, and on the approach to Brussels Street Eastbound. (enroute via open SFMTA work order)
- Tall vehicles block visibility at STOP signs/crosswalks
- Possible raised crosswalk on Bacon Street, east side of Brussels Street (utility conflict)
- Vehicles speed from Guttenberg to Girard on Bacon Street Speed hump (as alternative to raised crosswalk) on either or both blocks of Bacon Street between Girard Street and Goettingen Street

Long-Term Concerns:

- Raised crosswalk
- Better street lighting
- STOP sign for Bacon Street at Brussels Street



Walk Audit Recommendations

General School Area Requests:

- Improve visibility at crosswalks by adding Daylighting and prohibiting tall vehicles from parking at crosswalk approaches
- Paint Advanced Limit Lines or shark teeth at all crosswalks
- Add sidewalk ramps and upgrade old ramps

Girard Street at Bacon Street

Near-Term Recommendations:

- Daylighting at yellow school crosswalks
- Tall vehicle restrictions at approaches to STOP signs/crosswalks
- Advanced Limit Lines at STOP signs/crosswalks

Bacon Street at Sun Bruno Avenue

Near-Term Recommendations:

- Daylighting at crosswalks
- Lead pedestrian intervals (LPIs)
- Extend crossing time for San Bruno Avenue
- Advanced Limit Lines

Burrows Street at San Bruno Avenue

Near-Term Recommendations:

- Daylighting at crosswalks
- Extend RRFB crossing time for San Bruno Avenue
- Shark teeth for RRFB
- Tall vehicle restrictions at crosswalks/RRFBs

Burrows Street at Girard Street

Near-Term Recommendations:

- Repaint faded Daylighting and add more
- Asphalt raised crosswalk
- Tall vehicle restrictions at STOP signs/crosswalks
- Advanced Limit Lines at STOP signs/crosswalks

Burrows Street at Brussels Street

Near-Term Recommendations:

- Repaint Daylighting and add more
- STOP sign for Brussels Street (stem of "T" intersection currently has no STOP sign)

Burrows Street at Goettingen Street

Near-Term Issues/Concerns:

- Daylighting at crosswalks or paint refresh



Bacon Street at Brussels Street

Near-Term Recommendations:

- Advanced Limit Lines at STOP signs/crosswalks
- CAUTION School Driveway Sign ?
- Daylighting at– especially in the middle of the intersection on Westbound Bacon Street, and on the approach to Brussels Street Eastbound.
- Tall vehicle restrictions at STOP signs/crosswalks
- Speed hump (as alternative to raised crosswalk) on either or both blocks of Bacon Street between Girard Street and Goettingen Street

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 2019-20 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 signal timing modifications, 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 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, signal timing modifications.

Near-Term Project Timeline

<i>Projected Timeline</i>	April	May	June	July	Aug	Sept	Oct	Nov	Dec
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.

General Long-Term Recommendations

- Sidewalk bulb outs, especially at the Bacon/Girard, Bacon/Brussels, and Burrows/Girard intersections.
- Improved street lighting, especially along Burrows and Bacon.
- Continued vehicle speed reduction in the school area through traffic calming and improved pedestrian facilities.

Long-Term Location Recommendations

- Upgrade RRFB at the Burrows/San Bruno intersection to a full traffic signal, with pedestrian heads, countdowns and Leading Pedestrian Intervals.
- Relocate southbound Muni Stop currently north of Burroughs Street to limit student crossings
- STOP signs for Bacon at Brussels (re-evaluate STOP warrant)