

# Rosa Parks School

# Walk Audit Report

Walk Audit held March 5, 2020

## Acknowledgements:

Thanks to Rosa Parks Principal Darren Kawaii, Family Outreach Coordinator Deborah Howard, and the parents, staff and students who participated in this walk.

Nick Carr (retired) – conducted walk audit  
Senior Planner

Jeffrey Banks - Transportation Planner  
jeffrey.banks@sfmta.com  
415-646-2707

September 15, 2021





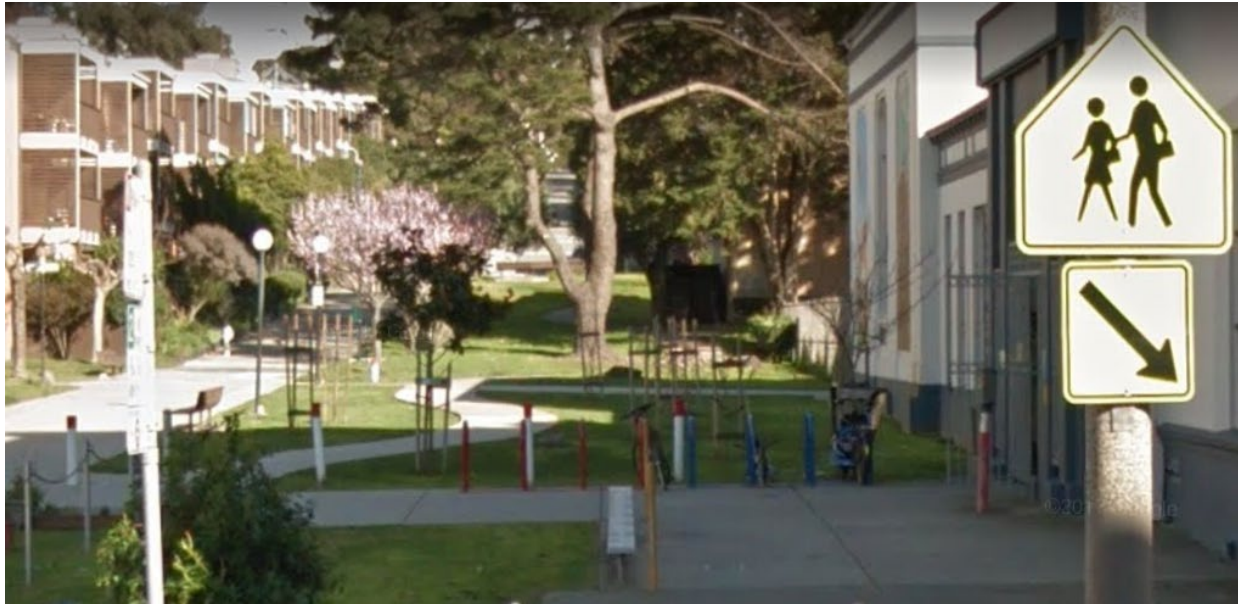
## Introduction

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.

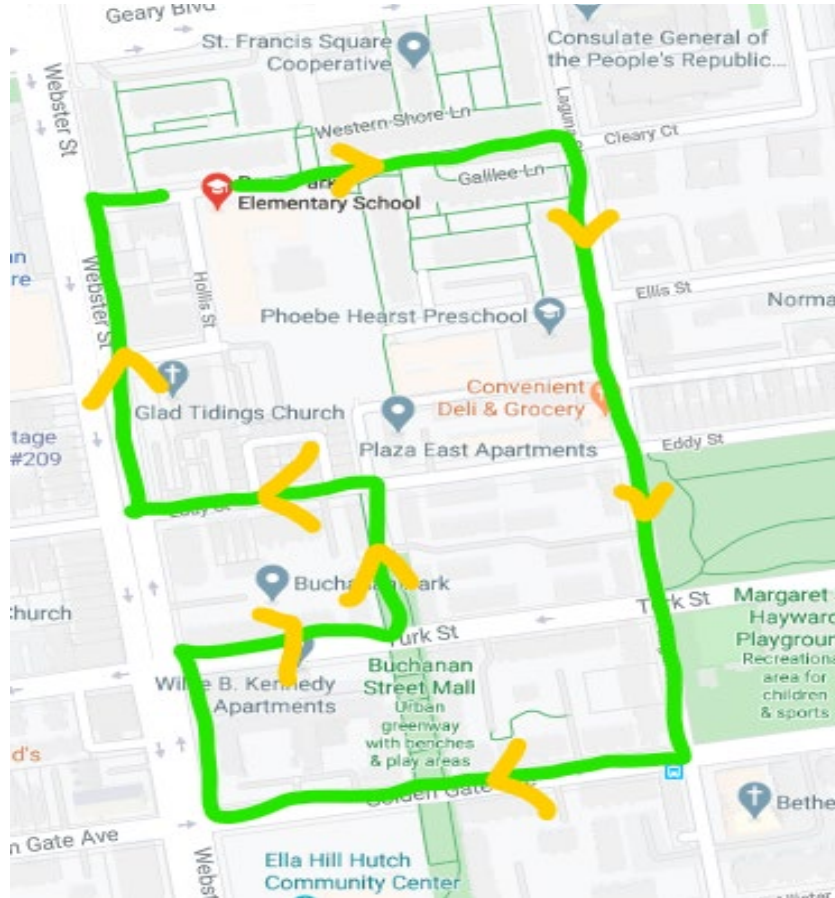
Schools are chosen for Walk Audits based on recent injury collisions in the school area, the potential to increase walking among the student population, and whether or not recent safety work has been done in the school area. In 2020 each Walking Audit school has been allocated \$50,000 for Near-term improvements. Longer term and more costly improvements will be recorded and recommended for inclusion in larger projects on that street.

The Rosa Parks Elementary School Walking Audit was held on Thursday March 5th, 2020, from 2-3 pm, under clear blue skies with moderate temperatures. Principal Darren Kawaii recruited the Family Outreach Coordinator, Deborah Howard, to be the school lead on the Walking Audit. Ms. Howard, parents and students to participate in the Walk. Seven people in total participated in the Audit.



### The Walking Route

Beginning at the front door of the school, the walk route included streets directly adjacent to the school and reached south to Golden Gate 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:

- Not enough **15 MPH School Area** signs
- Not enough Playground and Senior Center signs
- Need better visibility at crosswalks
- Drivers making turns often don’t yield to pedestrians on green/walk light
- Sidewalk ramps are missing or old
- Vehicles don’t stop behind the crosswalks

### Eddy Street at Laguna Street

#### Near-Term Issues/Concerns:

- Need better visibility at crosswalks
- Corner store patrons and deliveries park in crosswalk at NW corner
- Tall vehicles block sight distance at crosswalks
- Vehicles don’t stop behind the crosswalks

#### Long-Term Issues/Concerns:

- Pedestrianize the intersection between park and school



### Earl Gage Jr. (formerly Willow) Street at Buchanan Street

#### Near-term concern:

The dumpster parked at the corner of Earl Gage Jr. at Buchanan blocks visibility pedestrians at this intersection, where vehicles often roll the STOP sign in order to see around the dumpster. (see white X above)



**Laguna Street at Ellis Street**

**Near-Term Issues/Concerns:**

- More playground signs needed
- Vehicles don't stop behind the crosswalks

**Long-Term Issues/Concerns:**

- Missing and old ramps
- Missing pedestrian signals/countdowns/LPIs



**Laguna Street at Golden Gate Avenue**

**Near-Term Issues/Concerns:**

- Visibility of crosswalks obscured by parked vehicles
- Not enough warning of park and playground
- Cars often don't stop behind the crosswalks

**Long-Term Issues/Concerns:**

- Old and missing ramps



**Golden Gate Avenue at Buchanan Pedestrian Mall**

**Near-Term Issues/Concerns:**

- Need more playground signs
- Tall vehicles block visibility at crosswalks
- Vehicles don't stop behind the crosswalks

**Long-Term Issues/Concerns:**

- Shorten crossing distance

**Golden Gate Avenue at Webster Street**

**Near-Term Issues/Concerns:**

- There is no LPI crossing Golden Gate Avenue

**Long-Term Issues/Concerns:**

- Shorten crossing distances for Golden Gate Avenue

**Turk Street at Webster Street**

**Near-Term Issues/Concerns:**

- No LPI for Turk Street crossings
- Vehicles don't stop behind the crosswalks

**Long-Term Issues:**

- Make intersection more pedestrian-friendly

**Eddy Street at Webster Street**

**Near-Term Issues/Concerns:**

- No LPI for Ellis Street crossings
- Vehicles don't stop behind the crosswalks

**Long-Term Issues:**

- Make intersection more pedestrian-friendly



**Buchanan Pedestrian Mall, looking south from Eddy Street**

**Eddy Street at Buchanan Pedestrian Mall**

**Near-Term Issues/Concerns:**

- Vehicles don't stop behind the crosswalks
- Add more signs for Senior Center and Playground

**Long-Term Issues:**

- Make intersection more pedestrian-friendly
- Ramps are old or missing
- Replace old yellow beacon with rectangular rapid flashing beacon (RRFB)

**Eddy Street at Webster Street**

**Near-Term Issues/Concerns:**

- No LPI for Eddy Street crossings
- Vehicles don't stop behind the crosswalks

**Long-Term Concerns:**

- Shorten crossing distances



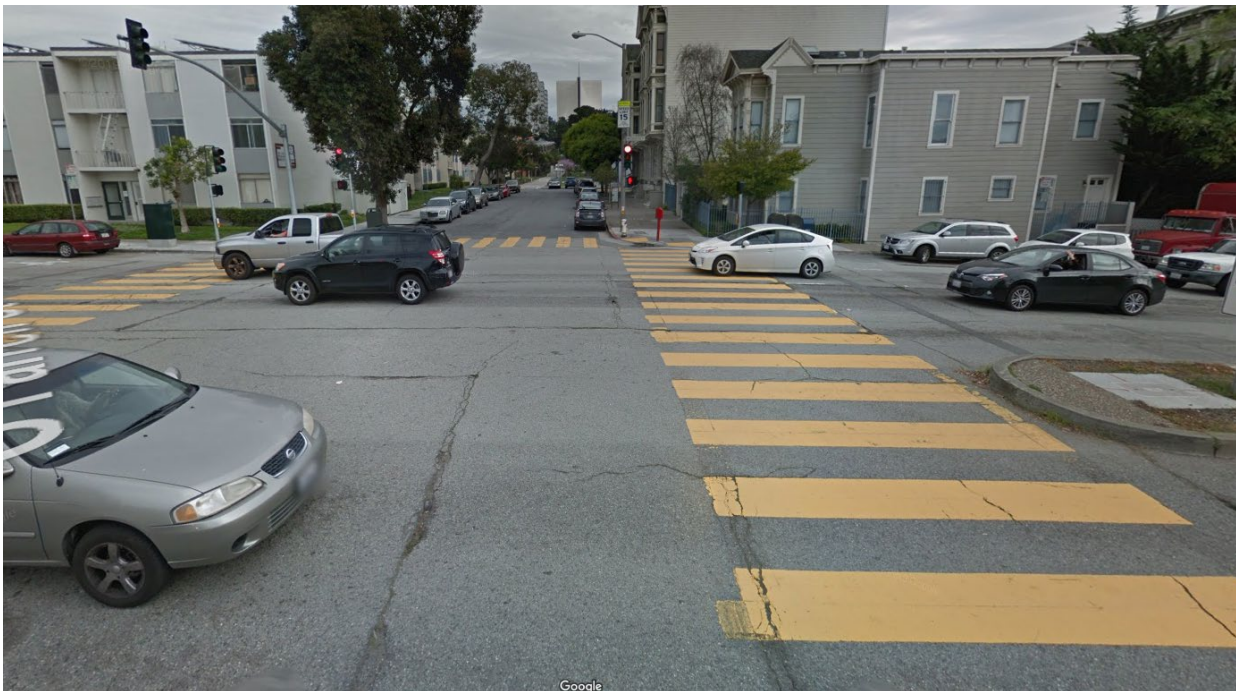
**Ellis Street at Webster Street**

**Near-Term Issues/Concerns:**

- No LPI for Ellis Street crossings
- Vehicles don't stop behind the crosswalks

**Long-Term Concerns:**

- Shorten crossing distances



**O'Farrell Street at Webster Street**

**Near-Term Issues/Concerns:**

- No LPI for O'Farrell Street crossing, turning cars often do not yield to pedestrians
- Add Advanced Limit Lines
- 15 MPH sign is mounted much too high

**Long-Term Concerns:**

- Shorten crossing distances





Southbound Webster approaching O'Farrell

## Rosa Parks Walk Audit Recommendations

### General School Area Recommendations:

- Add more **15 MPH School Area** signs
- Add Playground and Senior Center warning signs
- Improve visibility at crosswalks by adding Daylighting and prohibiting tall vehicles from parking at crosswalk approaches
- Add LPIs to all signalized crossings
- Build or rebuild sidewalk ramps
- Add Advanced Limit Lines

### Ellis/Laguna:

#### Near-Term Recommendations:

- Daylight approaches to crosswalks where needed
- Add Advanced Limit Lines

### Eddy/Laguna:

#### Near-Term Recommendations:

- Add 10 minute parking 9am-6pm NW corner on Eddy
- Daylight or Install tall vehicle restrictions at crosswalks
- Add Advanced Limit Lines

#### Long-Term Recommendations:

- Pedestrianize the intersection between park and school

### Earl Gage Jr. (Willow)/Buchanan:

#### Near-term Recommendations:

Move the dumpster parked at the corner

**Laguna/Turk:****Near-Term Recommendations:**

- Install missing pedestrian signals/countdowns/LPIs
- Add more playground signs needed
- Install tall vehicle restrictions at crosswalks
- Add Advanced Limit Lines

**Long-Term Recommendations:**

- Install/update ramps

**Laguna/Golden Gate:****Near-Term Recommendations:**

- Install tall vehicle restrictions at crosswalks
- Add Advanced Limit Lines
- Add park and playground signs

**Long-Term Recommendations:**

- Install/update ramps

**Golden Gate/Buchanan:****Near-Term Recommendations:**

- Add more playground and senior center signs
- Install tall vehicle restrictions at crosswalks
- Add Advanced Limit Lines

**Long-Term Recommendations:**

- Shorten crossing distance

**Golden Gate/Webster:****Near-Term Recommendations:**

- Add LPIs crossing Golden Gate

**Long-Term Recommendations:**

- Add sidewalk corner bulb outs

**Turk/Webster:****Near-Term Recommendations:**

- Add LPIs for Turk crossings
- Add Advanced Limit Lines

**Long-Term Recommendations:**

- Add sidewalk corner bulb outs

**Eddy/Buchanan:****Near-Term Recommendations:**

- Add Advanced Limit Lines
- Add more signs for Senior Center and Playground

**Long-Term Recommendations:**

- Make intersection more pedestrian-friendly
- Build new ramps
- Replace old yellow beacon with RRFB

**Eddy/Webster:****Near-Term Recommendations:**

- Add LPI for Eddy crossings
- Add Advanced Limit Lines

**Long-Term Recommendations:**

- Add sidewalk corner bulbs

**Ellis/Webster:****Near-Term Recommendations:**

- Add LPI for Eddy crossings
- Add Advanced Limit Lines

**Long-Term Recommendations:**

- Add sidewalk corner bulb-outs

**O'Farrell/Webster:****Near-Term Issues/Concerns:**

- Add LPI for O'Farrell crossing
- Add Advanced Limit Lines
- Move and/or Lower 15 MPH School sign

**Long-Term Concerns:**

- Add sidewalk corner bulb-outs

## 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 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>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
Prioritize Recommendations	<b>P1, P2</b>	<b>P1, P2</b>							
Approval of Simple Measures		<b>P1</b>							
Legislation of Other Measures			<b>P2</b>	<b>P2</b>					
Submit Work Orders			<b>P1</b>	<b>P1</b>	<b>P2</b>	<b>P2</b>			
Installation of Measures				<b>P1</b>	<b>P1</b>	<b>P1</b>	<b>P2</b>	<b>P2</b>	<b>P2</b>

**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.