

Aptos Middle School

Walk Audit Report

Walk Audit held May 13, 2022

Acknowledgements:

Thanks to Aptos Principal Luis Rodríguez coordinated participants at the school to join the walk. Vice Principal Jeffrey Sloane joined the walk along with School Secretary Annie Castaneda, teacher Dexter Washington and Aptos students Bree, Zion and Xavier.

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

January 12, 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 2021-22 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 Aptos Middle School Walking Audit was held on Friday May 13, 2022, from 1:30-2:30 pm, under clear blue skies with moderate temperatures. Principal Luis Rodriguez, who was unable to join us, recruited Vice Principal Jeffrey Sloane, Teacher Dexter Washington, Office Manager Annie Castaneda and 3 students to participate in the Walking Audit. Seven people in total joined the walk.

The Walking Route

Beginning at the front door of the school, the walk route included streets directly adjacent to the school, reaching east to Westgate Drive and south to Ocean 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
- Vehicles don’t stop behind the crosswalks
- Make it easier to walk across Ocean Avenue to transit islands



Aptos Avenue at Upland Drive

Near-Term Issues/Concerns:

- Need better visibility at crosswalks
- Passenger loading zone is congested during morning drop-off and afternoon pick-up, leading to double-parking and blocked travel lanes
- School buses use a contiguous white zone as PLZ making it difficult for people to pull back into the travel lane
- Cars travel fast on Aptos Avenue
- Vehicles don’t stop behind the crosswalks

Long-Term Issues/Concerns:

- None

Upland Drive at San Aleso Avenue

Near-Term Issues/Concerns:

- Congestion during morning drop-off and afternoon pick-up
- White curb painted is faded
- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- None

Upland Drive at Westgate Drive

Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- Cars sometimes moves fast along Westgate

Long-Term Issues/Concerns:

- None



Westgate Drive at Ocean Avenue

Near-Term Issues/Concerns:

- Kids overflow transit boarding islands
- Need more playground signs
- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- Lengthen and widen transit boarding islands
- Is a pedestrian scramble possible?

Ocean Avenue at Aptos Avenue

Near-Term Issues/Concerns:

- Transit boarding islands overflow with students
- Children cross to transit boarding islands have been hit by passing cars on Ocean
- Add painted pedestrian safety zones where possible

Long-Term Issues/Concerns:

- Shorten pedestrian crossing distances on Ocean Avenue
- Can this signal have a “scramble” phase?

Aptos Walk Audit Recommendations

General School Area Recommendations:

- Improve visibility at crosswalks by adding Daylighting
- Add LPIs to all signalized crossings
- Add Playground warning signs if possible
- Add traffic calming devices to slow traffic

Aptos Avenue at Upland Drive

Near-Term Recommendations:

- Review passenger loading and bus zones to reduce congestion during AM drop-off and PM pick-up
- Daylight approaches to crosswalks wherever possible
- Add two speed humps/cushions on Aptos, Upland – Ocean
- Request targeted enforcement of drop-off and pick-up times

Long-Term Recommendations:

- None

Upland Drive at San Aleso Avenue

Near-Term Recommendations:

- Refresh white zone paint
- Daylight all approaches

Long-Term Recommendations:

- None



Upland Drive at Westgate Drive

Near-Term Recommendations:

- Daylight where possible
- Add two speed humps/cushions on Westgate, Kenwood - Ocean

Long-Term Recommendations:

- None

Westgate Drive at Ocean Avenue

Near-Term Recommendations:

- Add painted pedestrian safety zones where possible

Long-Term Recommendations:

- Lengthen and widen transit boarding islands
- Is a pedestrian scramble possible?



Ocean Avenue at Aptos Avenue

Near-Term Recommendations:

- Request parking control officer (PCO) to monitor transit boarding islands and traffic during afternoon
- Add painted pedestrian safety zones where possible

Long-Term Recommendations:

- Shorten pedestrian crossing distances on Ocean Avenue
- Can this signal have a “scramble” phase?

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 2021-2022 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	P1						
Legislation of Other Measures				P2	P2	P2	P2		
Submit Work Orders					P1	P1	P2	P2	
Installation of Measures						P1	P1	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.