

# Lawton Elementary School

## Walk Audit Report

Walk Audit held March 10, 2022

### Acknowledgements:

Thanks to Lawton Alternative Principal Armen Sedrakian, WalkSF staff Janelle Phung and Vernon Haney, San Francisco Unified School District Safe Routes to School Coordinator Samantha Kwan and three 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.

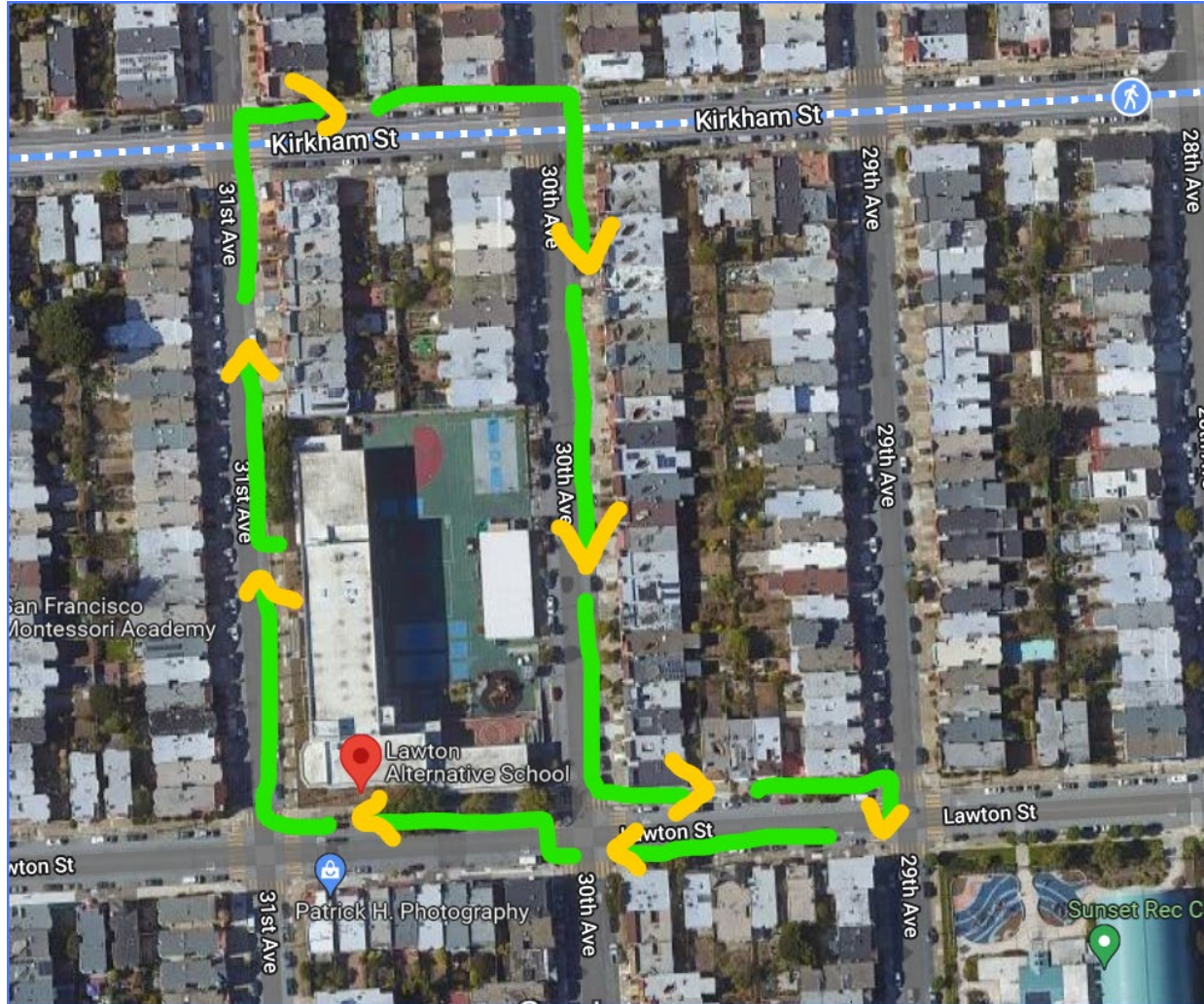
A "Walking Audit" is an organized group walking tour (45 minutes to an hour) of each school area in order to identify and address obstacles to safe and comfortable walking in the area around the school. Participants are typically a group of 6-12 people, including school staff, parents, advocates, and 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. 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 Lawton Alternative School Walking Audit was held on Thursday March 10, 2022, from 2:30-3:30 pm, under clear blue skies with moderate temperatures. Principal Armen Sedrakian was the school lead on the Walking Audit, Safe Routes to School Coordinator Sam Kwan, WalkSF advocates Janelle Phung and Vernon Haney, and three students participated in the Walk. Eight 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 north to Kirkham Street and southeast to Sunset Recreation Center. 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
- Not enough Playground (W15-1) signs
- Vehicles don’t stop behind the crosswalks
- Cars drive too fast



### 31<sup>st</sup> Avenue at Kirkham Street

#### Near-Term Issues/Concerns:

- Need better visibility at crosswalks
- Cars drive too fast in front of the school
- Vehicles don’t stop behind the crosswalks

#### Long-Term Issues/Concerns:

- None

### Kirkham Street at 30<sup>th</sup> Avenue

#### Near-Term Issues/Concerns:

- Vehicles don't stop behind the crosswalks
- Congestion at loading zone during afternoons pick-up creates long wait times

#### Long-Term Issues/Concerns:

- Can southbound lane on 30<sup>th</sup> Avenue be right-turn only?



### 30<sup>th</sup> Avenue at Lawton Street

#### Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- Drivers make U-turns midblock
- Double parking during drop-off / pick-up leads to jaywalking
- Cars often don't stop behind the crosswalks

#### Long-Term Issues/Concerns:

- None

### 29<sup>th</sup> Avenue at Lawton Street

#### Near-Term Issues/Concerns:

- Tall vehicles block visibility at crosswalks
- Vehicles don't stop behind the crosswalks
- Cars drive too fast

#### Long-Term Issues/Concerns:

- None



### **Lawton Street at 31<sup>s</sup> Street**

#### **Near-Term Issues/Concerns:**

- Roadway striping is faded
- Refresh crosswalk paint
- Bus zone 7 am – 4 pm creates double parking

#### **Long-Term Issues/Concerns:**

- Shorten crossing distances for Golden Gate Avenue

## **Lawton Walk Audit Recommendations**

### **General School Area Recommendations:**

- Improve visibility at crosswalks by Daylighting crosswalk approaches
- Review school area for appropriate application of 15 MPH School Area signs
- Review policy for installation of Playground (W15-1) signs
- Daylight vehicular approaches to crosswalks
- Traffic calming for streets adjacent to school and between school and Sunset Recreation Center

### **31<sup>st</sup> Avenue at Kirkham Street**

#### **Near-Term Recommendations:**

- Improve visibility at crosswalks by adding Daylighting at crosswalk approaches
- Add two speed humps, midblock on 31<sup>st</sup> Avenue, between Lawton Street and Kirkham Street

#### **Long-Term Recommendations:**

- None

### **30<sup>th</sup> Avenue at Kirkham Street**

#### **Near-Term Recommendations:**

- Install daylighting at vehicular approaches to crosswalk where needed
- Modify bus loading zone to alleviate congestion on 30<sup>th</sup> Avenue
- Shift white zone northwards to front of gate (145' north of Lawton) and daylight SB approach to crosswalk at Lawton
- Can we add a Right Turn Only restriction on southbound 30<sup>th</sup> Avenue at Kirkham?

#### **Long-Term Recommendations:**

- None





**30<sup>th</sup> Avenue at Lawton Street**

**Near-Term Recommendations:**

- Shift white zone approximately 10' north as noted above
- Review loading zone to relieve congestion
- Install daylighting at vehicular approaches to crosswalk where needed
- Add two speed humps on Lawton, one hump between 31<sup>st</sup> and 30<sup>th</sup> Avenues, and one hump between 30<sup>th</sup> Avenue and 29<sup>th</sup> Avenue

**Long-Term Recommendations:**

- None



## 29<sup>th</sup> Avenue at Lawton Street

### Near-Term Recommendations:

- Install daylighting at vehicular approaches to crosswalk where needed
- Add park and playground signs if possible
- As noted above: Add two speed humps on Lawton, one hump between 31<sup>st</sup> and 30<sup>th</sup> Avenues, and one hump between 30<sup>th</sup> Avenue and 29<sup>th</sup> Avenue

### Long-Term Recommendations:

- None

## Lawton Street at 31<sup>s</sup> Avenue

### Near-Term Recommendations:

- Review loading zone to relieve congestion during pick-up and drop-off
- Evaluate if it is possible to install playground signs
- Add speed humps on 31<sup>st</sup> Avenue as noted above
- Install daylighting at vehicular approaches to crosswalk where needed

### Long-Term Recommendations:

- Shorten crossing distance with 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 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.

\* Note: 2019-20 School Walk Audits were postponed because of COVID-19 and performed during the 2021-22 school year

### 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	<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.