

Tenderloin Community School

Walk Audit Report

Walk Audit held March 3, 2020

Acknowledgements:

Thanks to Tenderloin Community School [Former] Vice Principal John Collins (Current Vice Principal is Laura Schmidt-Nojima), Tenderloin Safe Passage's Greg Moore, WalkSF's Vernon Haney and Sam Kwan, Ana Vasudeo of SFMTA's Safe Routes to School Program, and the parents, staff and students who participated in this walk.

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Conducted Walk Audit

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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.

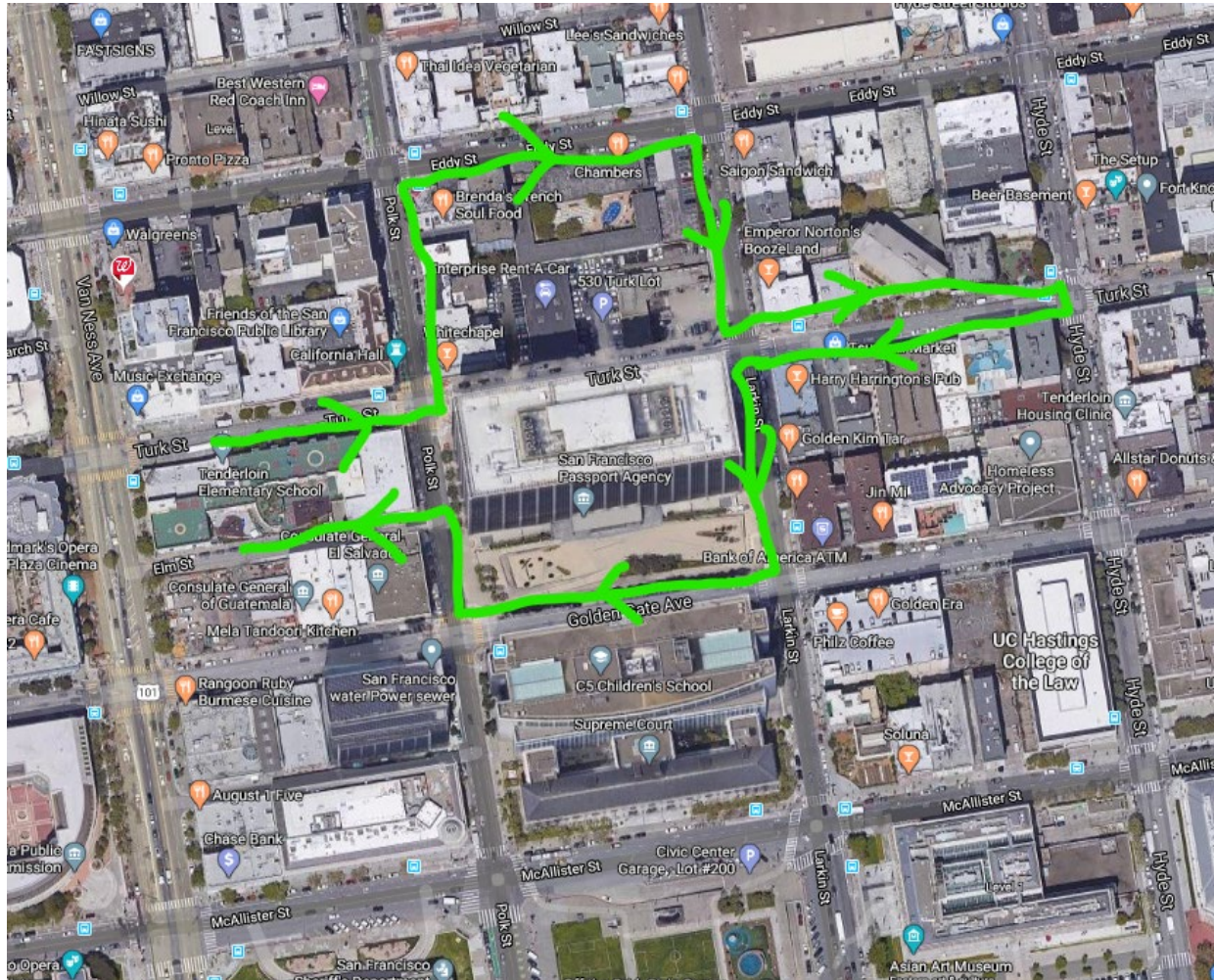
A “Walking Audit” is an organized group walking tour (45 minutes to an hour) of each school area in order to identify and address obstacles to safe and comfortable walking in the area around the school. Participants are typically a group of 6-12 people, including school staff, parents, advocates, and 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 Tenderloin Community Elementary School Walking Audit was held on Tuesday March 3rd, 2020, from 3-4 pm, under clear blue skies with moderate temperatures. Former Vice Principal John Collins and Greg Moore recruited 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 east to Hyde Street. See 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 often don't yield to pedestrians on green/walk light
- Vehicles don't stop behind the crosswalks
- Signals in the area seem inconsistent for pedestrians



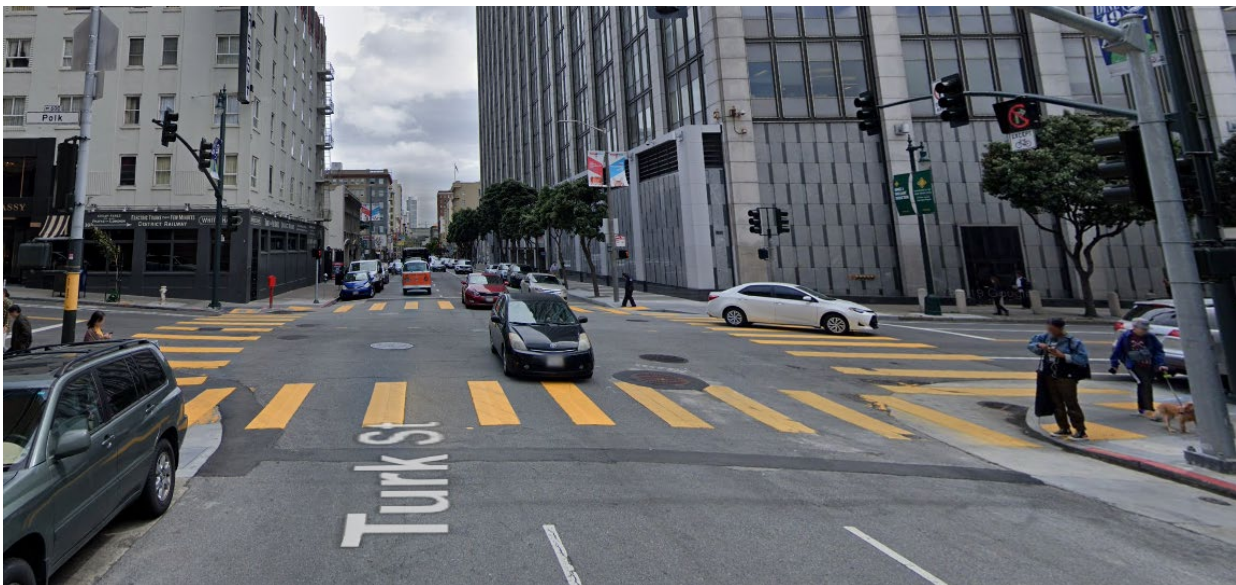
Turk Street School loading at front door

Near-Term issues:

- White zone overflows at morning drop-off, backing up traffic and inspiring unsafe loading practices

Long-Term issues

- Integrating loading zone into protected bike lane



Turk Street at Polk Street, looking east across Polk

Near-Term Issues/Concerns:

- Vehicles don't stop behind the crosswalks
- Turning vehicles fail to yield to pedestrians

Long-Term Issues/Concerns:

- No concerns noted

Turk Street at Larkin Street

Near-Term Issues/Concerns:

- Vehicles don't stop behind the crosswalks
- Turning vehicles fail to yield to pedestrians

Long-Term Issues/Concerns:

- Will new development at old tire store on the northwest corner have different pedestrian impacts?



Turk Street at Hyde Street, looking west (New small child park now in upper right corner)

Near-Term Issues/Concerns:

- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- Keep pedestrianizing the intersection!

Eddy Street at Polk Street

Near-Term Issues/Concerns:

- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- No concerns noted



Eddy Street at Larkin Street, looking east across Larkin

Near-Term Issues/Concerns:

- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- No concerns noted



Golden Gate Avenue at Larkin Street, looking west across Golden Gate

Near-Term Issues/Concerns:

- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- No concerns noted

Golden Gate Avenue at Polk Street

Near-Term Issues/Concerns:

- Vehicles don't stop behind the crosswalks

Long-Term Issues:

- Make intersection more pedestrian-friendly

Elm Street

Near-Term Issues/Concerns:

- Refresh white curb paint for bus and loading zone

Long-Term Concerns:

- Other than school loading, is traffic needed on Elm Street?
- Could the street be permanently closed?

Tenderloin Community School Walk Audit Recommendations

General School Area Recommendations:

- Improve visibility at crosswalks by adding Daylighting and prohibiting tall vehicles from parking at crosswalk approaches
- Add LPIs to all signalized crossings
- Install or replace ramps that are missing or old
- Add Advanced Limit Lines

Polk/Turk:

Near-Term Recommendations:

- Daylight approaches to crosswalks
- Add Advanced Limit Lines

Larkin/Turk:

Near-Term Recommendations:

- Daylight or Install tall vehicle restrictions at crosswalks
- Add Advanced Limit Lines

Long-Term Recommendations:

Hyde/Turk:

Near-Term Recommendations:

- **Install “How to Scramble” signs, at least temporarily**

Long-Term Recommendations:

- Raise the entire intersection

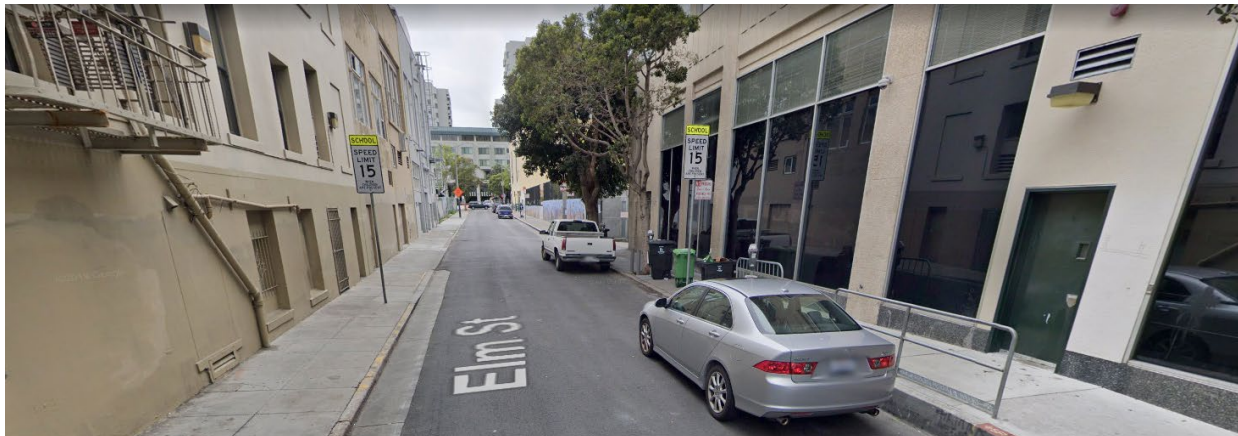
Golden Gate corridor

While Golden Gate Avenue might be perceived as a safer Street than Turk Street from a traffic safety perspective, the constant social issues on the corridor keep families from using the street to walk to and from school.

Near-Term Recommendations:

Long-Term Recommendations:

- Address the social issues on the street, so people are not scared to use certain streets



Elm Street:

Near-Term Issues/Concerns:

- Refresh white curb paint at loading zone

Long-Term Concerns:

- Can this space be utilized better during the school day?



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 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 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 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>	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.