

Immaculate Conception Academy & St. James Catholic School

Walk Audit Report

Walk Audit held March 30, 2023

Acknowledgements:

Thanks to Immaculate Conception Academy & St. James School Principal Dr. George Fornero from ICA and Principal Alex Endo from St. James who coordinated school community members to participate in our walk. We were joined by District 8 Legislative Aide to Supervisor Mandelman, Ross Green, and two 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 2023 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 Immaculate Conception Academy & Saint James School Walking Audit was held on Thursday March 30, 2023, from 7:30-9:30 am, under clear blue skies with moderate temperatures. Principal Dr. George Fornero from ICA and Principal Alex Endo from St. James recruited several students to walk. Aide to District 8 Legislative Aide to Supervisor Mandelman, Ross Green, also joined us in our Walk. Seven people in total participated in the Audit.

The Walking Route

Beginning at the front door of St James School on Fair Oaks Street, the walk route included streets directly adjacent to the school, north to 24th Street, east to Guerrero Street and fronting Immaculate Conception Academy, then south to 25th 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:

- Need better visibility at crosswalks
- Drivers making turns often don’t yield to pedestrians
- Vehicles don’t stop behind the crosswalks
- School passenger loading zone on Fair Oaks Street does not accommodate volume, leading to double-parking and loading from vehicle lane
- Fair Oaks Street is narrow leading to increased congestion and unsafe driving
- Tech buses generate AM congestion on 24th Street leading to unsafe driving practices



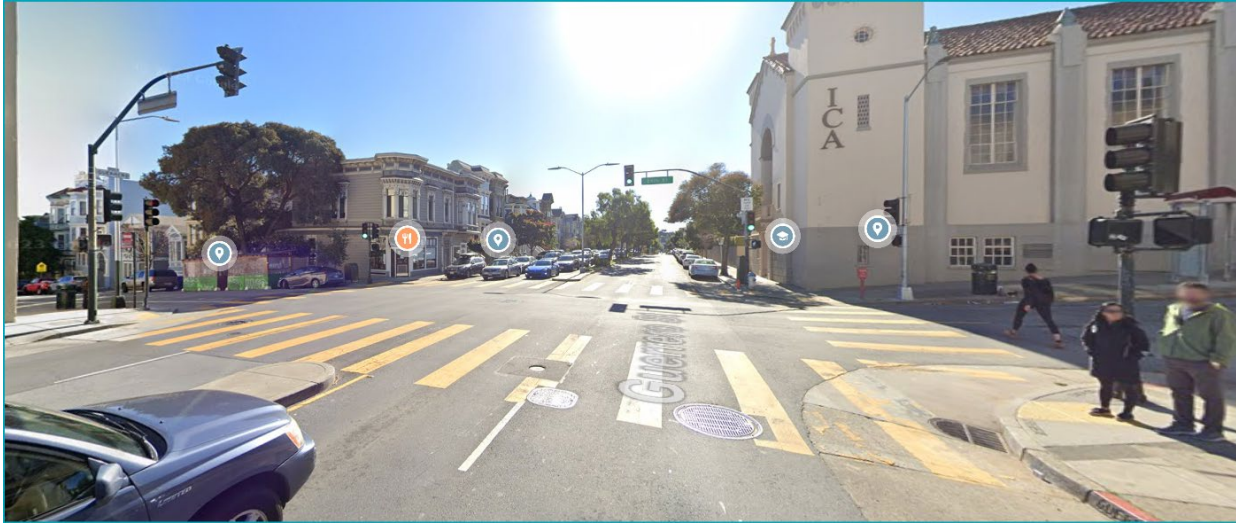
Fair Oaks Street at 24th Street

Near-Term Issues/Concerns:

- Traffic queues on Fair Oaks Street fronting St James School during AM drop off lead to unsafe driving practices
- Roadway and curb paint is faded
- Tech buses create morning and afternoon congestion on 24th Street
- Need better visibility at crosswalks
- School would like a crossing guard for this intersection

Long-Term Issues/Concerns:

- Fair Oaks Street is narrow and contributes to congestion and many close calls



24th Street at Guerrero Street

Near-Term Issues/Concerns:

- Vehicles don't stop behind the crosswalks
- Curb paint is faded
- Passenger loading zone on 24th Street does not extend through school hours
- Signal timing is too short for pedestrians to cross

Long-Term Issues/Concerns:

- Shorten pedestrian crossing distance across Guerrero Street

Guerrero Street at 25th Street

Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- Not enough school signs on Guerrero Street
- Signal timing is too short for pedestrians to cross safely
- Cars often queue west on 25th Street to turn right on Fair Oaks

Long-Term Issues/Concerns:

- None



25th Street at Fair Oaks Street

Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- Vehicles don't stop behind the crosswalks
- Parking for school staff is challenging

Long-Term Issues/Concerns:

- None

**Immaculate Conception Academy & St. James Schools
Walk Audit Recommendations**

General School Area Recommendations:

- Review school loading zones on both sides of school
- Improve visibility at crosswalks by adding Daylighting
- Modify signal timing where needed
- Improve visibility of school speed limit signs

Fair Oaks Street at 24th Street

Near-Term Recommendations:

- Review passenger loading times for consistency with school schedule
 - Currently loading is allowed 7:30-8:30 AM and 2:00-5:00 PM; change to 7:00-9:00 AM and 2:00-6:00 PM
- Review extending white zone by one additional space
- Refresh roadway and curb paint
- Request tech buses be routed on a different street

- Request crossing guard for this intersection

Long-Term Recommendations:

- Review Fair Oaks Street for conversion to one-way northbound

24th Street at Guerrero Street

Near-Term Recommendations:

- Refresh white curb paint on 24th Street west of Muni stop and on Guerrero Street fronting Immaculate Conception Academy
- Install painted safety zones (PSZs) for pedestrians crossing Guerrero Street
- Review passenger loading restrictions; extend to 4:30 PM to match school schedule
- Review signal meets current standards (LPI & 3.0 walk speed)
- Request SF Public Works trim trees around street signs
- Daylight approaches to crosswalks where needed

Long-Term Recommendations:

- Install concrete curb extensions



Guerrero Street at 25th Street

Near-Term Recommendations:

- Daylight approaches to crosswalks where needed
- Explore adding slow school zone signs on Guerrero St
- Review signal meets current standards (LPI & 3.0 walk speed)

Long-Term Recommendations:

- None



25th Street at Fair Oaks Street

Near-Term Recommendations:

- Daylight approaches to crosswalks where needed
- Install speed table on Fair Oaks, between 25th and 24th Streets
- Explore issuing Residential Permit Parking (RPP) Z permits to school staff

Long-Term Recommendations:

- As noted above, review Fair Oaks Street for one-way conversion northbound



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 2023 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

Projected Timeline	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
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.