

Drew School

Walk Audit Report

Walk Audit held April 24, 2023

Acknowledgements:

Thanks to Drew School's Principal David Frankenberg for helping coordinate and Facilities Manager Anthony Lynn 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.

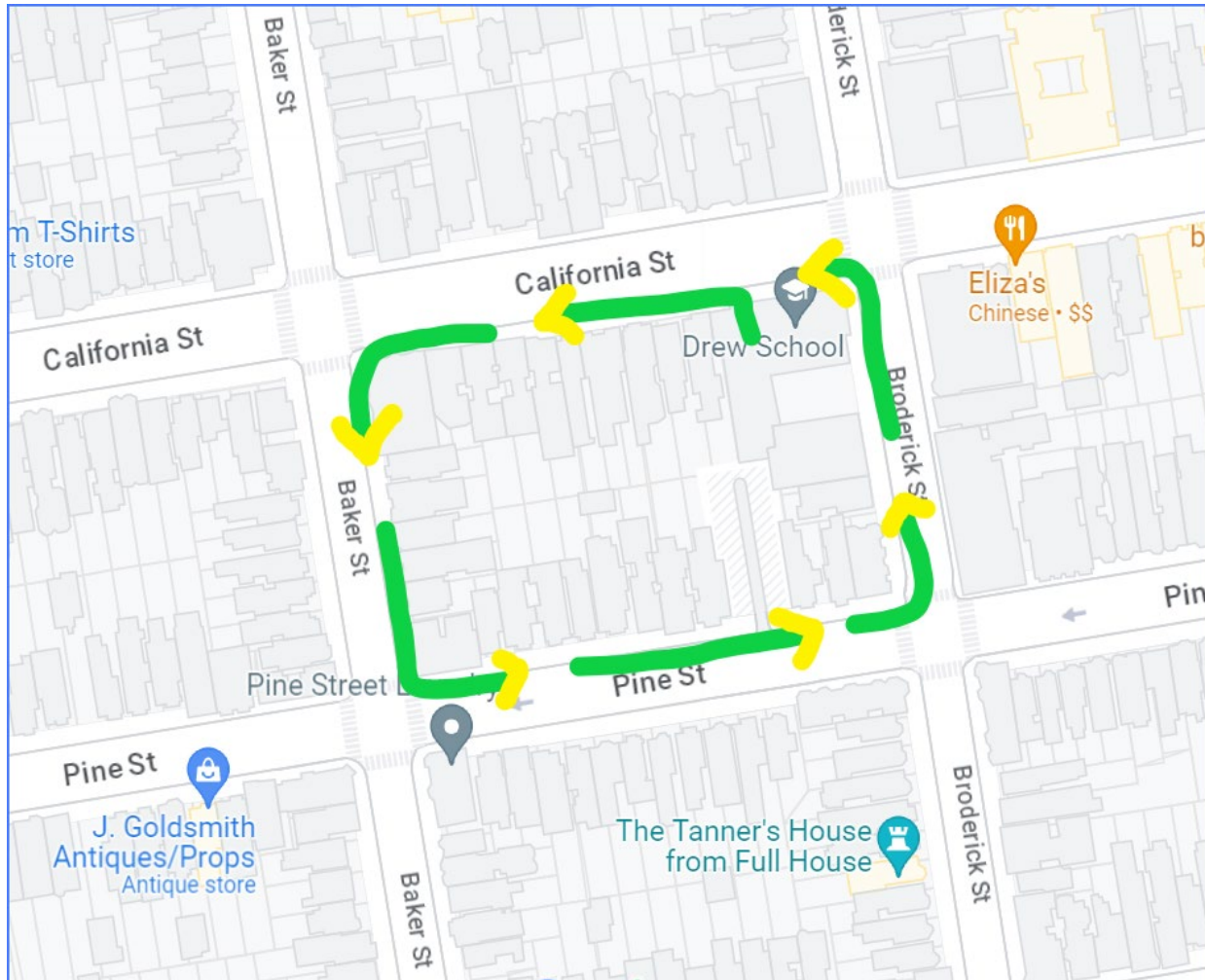
A “Walking Audit” is an organized group walking tour (45 minutes to an hour) of each school area in order to identify and address obstacles to safe and comfortable walking in the area around the school. Participants are typically a group of 6-12 people, including school staff, parents, advocates, and 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 Drew School Walking Audit was held on Monday, April 24, 2023, from 3:00-4:30 pm, under hazy blue skies with moderate temperatures. Facilities Manager Anthony Lynn and SFMTA staff participated in the walk. Two people in total participated in the Audit.

The Walking Route

Beginning at the front door of the school, on California Street, the walk route included streets directly adjacent to the school including Broderick Street, Pine Street and Baker Street. See the aerial photograph of the walking route below:

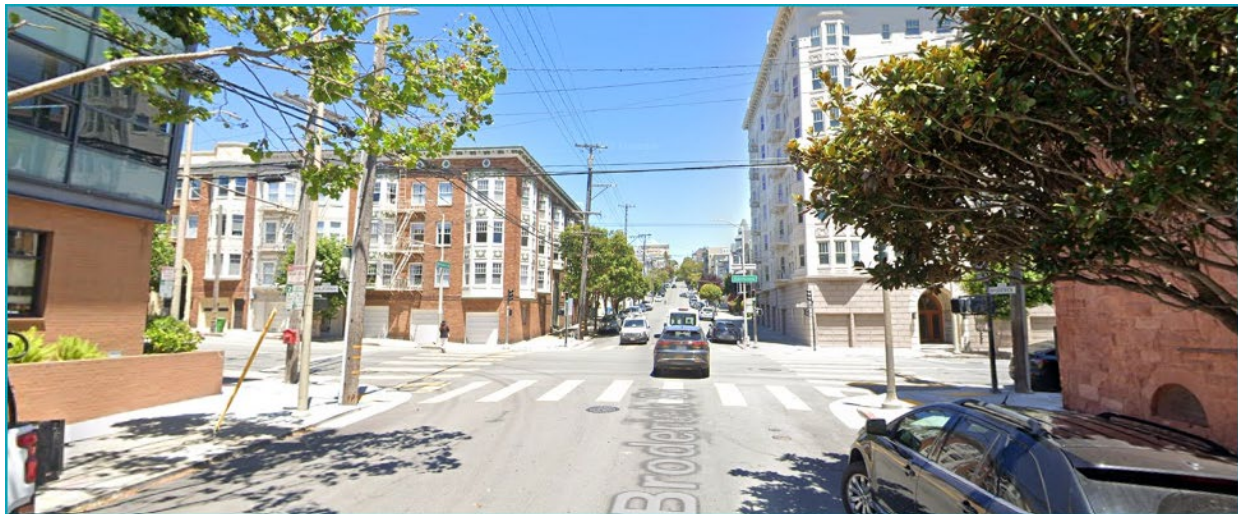


School Area Pedestrian Issues Identified

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 and Muni bus congestion on Broderick Street contributes to bad driving practices where children are being picked up
- Traffic on California Street and Pine Street is fast-moving making pedestrian crossing feel unsafe



California Street at Broderick Street

Near-Term Issues/Concerns:

- School loading zone on Broderick Street becomes congested and contributes to bad driving practices
- Need better visibility at crosswalks
- Drivers speed north and south on Broderick to make the light at California and Pine making it less safe for children to cross the street
- Vehicles don’t stop behind the crosswalks

Long-Term Issues/Concerns:

- Long pedestrian crossing distance at California Street



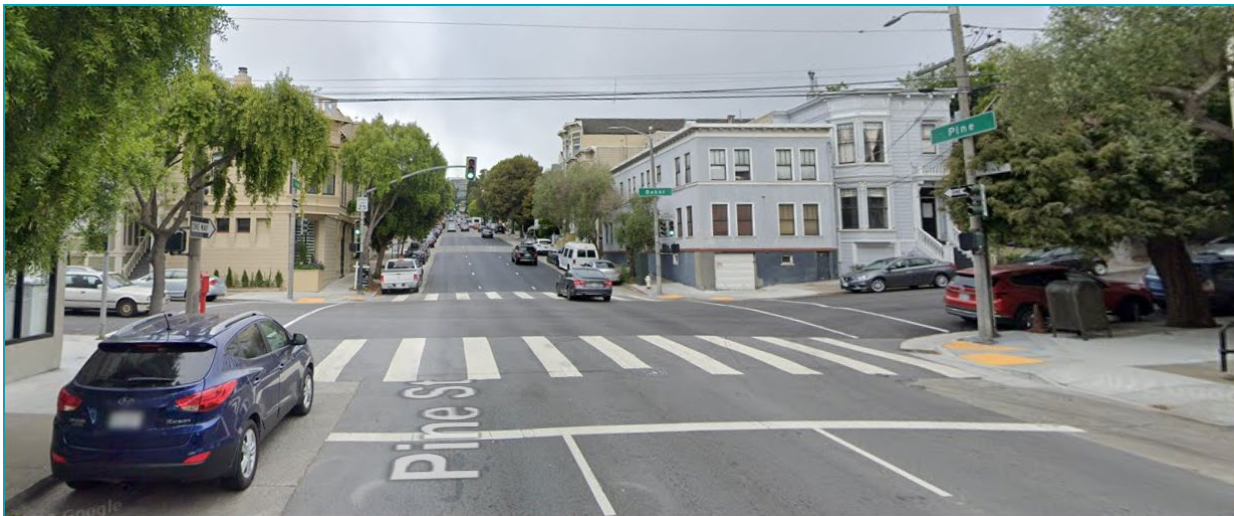
Broderick Street at Pine Street

Near-Term Issues/Concerns:

- Vehicles don't stop behind the crosswalks
- As noted above, cars speed north and south on Broderick to make the light
- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- Long pedestrian crossing distance at Pine Street



Pine Street at Baker Street

Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- Cars often don't stop behind the crosswalks
- Lacks continental crosswalks on legs across Baker Street

Long-Term Issues/Concerns:

- Shorten pedestrian crossing distance at Pine Street



Baker Street at California Street

Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- Vehicles don't stop behind the crosswalks
- Lacks continental crosswalks on legs across Baker Street

Long-Term Issues/Concerns:

- Shorten pedestrian crossing distances

Drew School Walk Audit Recommendations

General School Area Recommendations:

- Review school loading zone for accommodation of current level of school traffic
- Improve visibility at crosswalks by adding Daylighting
- Review signal timing and modify to current standards
- Install traffic calming where feasible
- Upgrade to continental crosswalks where needed

California Street at Broderick Street

Near-Term Recommendations:

- Review school loading zone for schedule and accommodation of current level of school traffic
- Add one speed hump or cushion on Broderick Street between California Street and Pine Street
- Daylight approaches to crosswalks where needed
- Add pedestrian safety zones (PSZs) for pedestrians crossing California Street
- Review signals for current timing standards (3.0 walk speed and lead pedestrian interval)

Long-Term Recommendations:

- Install curb extensions for pedestrians crossing California Street



Broderick Street at Pine Street

Near-Term Recommendations:

- As noted above: Review school loading zone for schedule and accommodation of current level of school traffic
- As noted above: Add one speed hump or cushion on Broderick Street between California Street and Pine Street
- Add PSZs for pedestrians crossing Pine Street
- Review signals for current timing standards (3.0 walk speed and lead pedestrian interval)
- Daylight approaches to crosswalks where needed

Long-Term Recommendations:

- Add curb extensions across Pine Street at Broderick Street

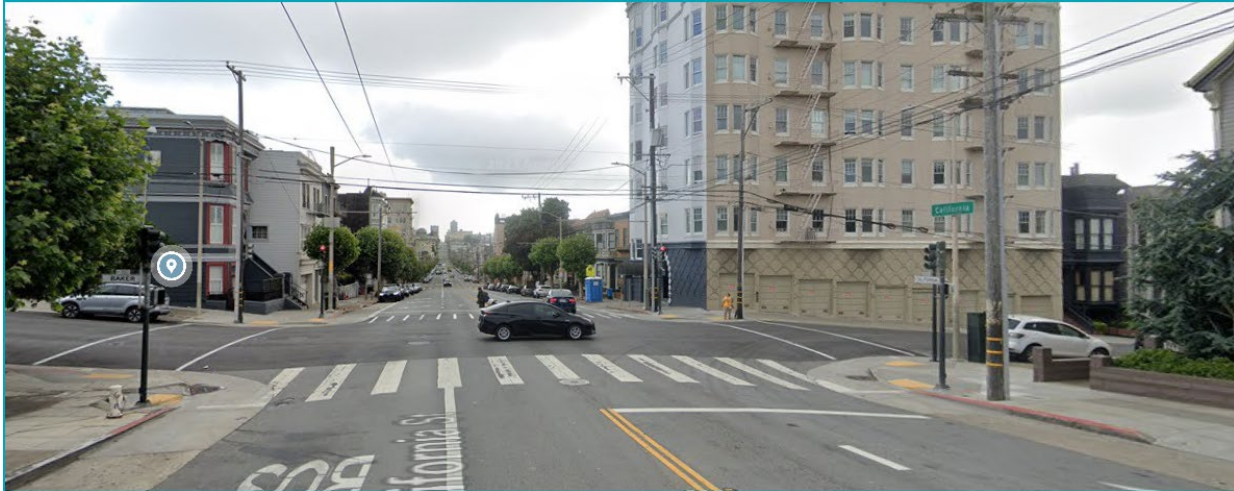
Pine Street at Baker Street

Near-Term Recommendations:

- Review signals for current timing standards (3.0 walk speed and lead pedestrian interval)
- Add PSZs for pedestrians crossing Pine Street
- Daylight approaches to crosswalks where needed
- Paint continental crosswalks across Baker Street

Long-Term Recommendations:

- Add curb extensions across Pine Street at Baker Street



Baker Street at California Street

Near-Term Recommendations:

- Daylight approaches to crosswalks where needed
- Review signals for current timing standards (3.0 walk speed and lead pedestrian interval);
- Add pedestrian safety zones (PSZs) for pedestrians crossing California Street
- Paint continental crosswalks across Baker Street

Long-Term Recommendations:

- Add curb extensions across California Street

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

<i>Projected Timeline</i>	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.