

# Starr King Elementary School

## Walk Audit Report

Walk Audit held April 6, 2023

### Acknowledgements:

Thanks to Starr King Vice-Principal Tunisia Haqq-Adams for coordinating the walking group, PTA Co-Presidents Naj Daniels and Uzuri Pease-Greene who also works with the SF County Transportation Authority, and parent and community advocate Brenna Lord, who participated in this walk. Just prior to our walk, SFMTA transportation engineers Andre Wright and Damon Curtis met with school staff and community members and documented additional improvement opportunities which are included in the recommendations of this report.

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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 Starr King Elementary School Walking Audit was held on the morning of Thursday, April 6, 2023, from 7:30 -9:30 am, under clear blue skies with moderate temperatures. Vice-Principal Tunisia Haqq-Adams recruited PTA Co-Presidents Naj Daniels and Uzuri Pease-Greene, parent and community advocate Brenna Lord, who participated in this walk. Principal Darlene Martin was unable to join us during the walk. Five people in total participated in the Audit. Subsequent to our walk, School Transportation Committee Chair Sam Lord shared additional feedback and recommended traffic safety improvements.

Prior to our walk, SFMTA conducted a site visit on October 25 when SFMTA engineers Andre Wright and Damon Curtis met with Principal Darlene Martin and District 10 Supervisor Shamann Walton, beginning to identify areas in urgent need of improvement, some of those are included in this report's recommendations.

## The Walking Route

Beginning at the front door of the school, the walk route included streets directly adjacent to the school beginning on Coral Road and proceeding east to Wisconsin Street, south to Carolina Street, then east again on Coral Road. 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:

- School and Muni bus congestion on Wisconsin Street contributes to double parking and bad driving practices in front of the school main gates
- Non-sanctioned drop offs on Coral Road enter upon sidewalk where children are entering north gate
- Drivers making turns often don't yield to pedestrians
- Improve visibility at crosswalks by adding Daylighting
- Vehicles don't always stop behind the crosswalks
- Review 15 MPH school zone signage
- Request targeted traffic enforcement during school pick up and drop off
- Trees are obscuring some school area signs
- Roadway paint is faded

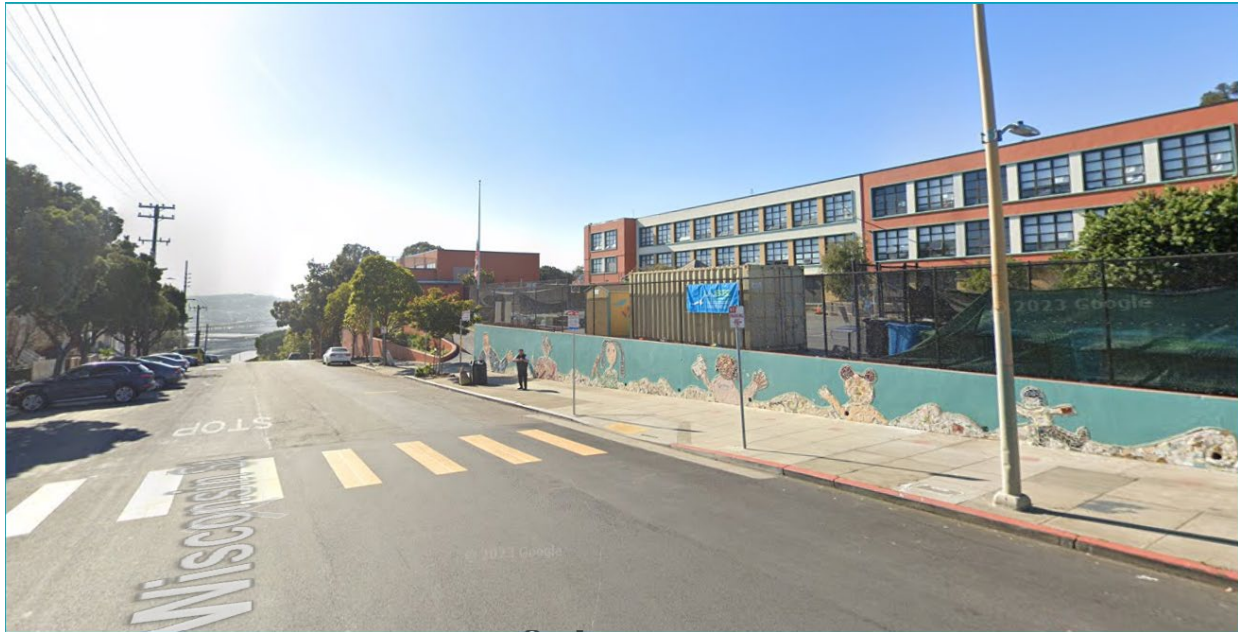
### Coral Road/Wisconsin Street/Connecticut Street

#### Near-Term Issues/Concerns:

- Parents use unsanctioned loading zone on Coral Road for drop-off, often pulling up onto the sidewalk and creating unsafe conditions for people using sidewalk
- School entry on Coral Road is used heavily by people dropping off their children in the mornings.
- Southbound Stop Sign on Wisconsin Street is about 15' north of marked crosswalk
- Need better visibility at crosswalks
- Foliage is obscuring some school area signage
- Vehicles don't stop behind the crosswalks

#### Long-Term Issues/Concerns:

- Re-align intersection at Coral Road/Wisconsin Street/Connecticut Street to shorten crossing distance and encourage more predictable vehicle movements
- Review for traffic signal



**Wisconsin Street fronting school**

**Near-Term Issues/Concerns:**

- Passenger loading area on Wisconsin Street is congested leading to unsafe driving practices and reliance on unsanctioned loading zone on Coral Road
- Midblock crosswalk across Wisconsin Street is long and unprotected
- Vehicles drive unpredictably and do not always stop for pedestrians in crosswalks
- Vehicles don't stop behind the crosswalks
- Crossing guards are not adequate to circumstances of roadway

**Long-Term Issues/Concerns:**

- Provide shorter crossing distances for people using marked crosswalks
- Better align Coral Road with Connecticut Street and Wisconsin Street in future

**Carolina Street fronting old school entrance**

**Near-Term Issues/Concerns:**

- Visibility of crosswalks obscured by parked vehicles
- Not enough school or playground signs
- White zone on Carolina Street is very short and unused except by teachers

**Long-Term Issues/Concerns:**

- Direction of Carolina Street (SB) may encourage use of already congested Coral Road



**Carolina Street at Coral Road**

**Near-Term Issues/Concerns:**

- Visibility of crosswalks obscured by parked vehicles
- Coral Road is heavily congested, as noted earlier, leading to unsafe passenger loading on north sidewalk of school
- Vehicles don't stop behind the crosswalks

**Long-Term Issues/Concerns:**

- Missing curb ramps

**Starr King Elementary Walk Audit Recommendations**

**General School Area Recommendations:**

- Address unsanctioned drop-offs occurring on Coral Road
- Review Coral Road for one-way conversion (westbound)
- Recommend school encourage students to use the Wisconsin Street entrance in order to discourage drop offs from using Coral Road
- Install raised crosswalk across Wisconsin Street
- Improve visibility at crosswalks by adding Daylighting
- Improve visibility of school speed limit signs
- Review 15 MPH signs to ensure adequate coverage
- Request targeted traffic enforcement during school pick up and drop off
- Refresh roadway paint



### Coral Road/Wisconsin Street/Connecticut Street

#### Near-Term Recommendations:

- Change Coral Road to One-Way eastbound (EB) to discourage parents using Coral Road for passenger loading
- Daylight approaches to crosswalks where needed (SB Wisconsin at Coral; NB Wisconsin at Connecticut)
- Install Painted Safety Zones (PSZs) on the northeast (NE) and southeast (SE) corners of the Connecticut St/Wisconsin St intersection
- Add bike parking racks on Coral Road if sidewalk room is sufficient (to create buffer between peds and cars parking on sidewalk)
- Install painted median and centerline on NB and SB approaches of Wisconsin St at Connecticut St
- Move SB Stop Sign closer to north crosswalk and install larger Stop signs for NB and SB
- Request SFPW clear foliage from school signs
- Request short-term targeted enforcement of on south side of Coral Road during passenger loading times
- Upgrade parking signage at south side on Coral Road to TANSAT
- Install speed hump on Coral Road

#### Long-Term Recommendations:

- Install concrete curb extensions to shorten crossing distances across Wisconsin Street (is this included in Potrero HOPE Development Project? – asking Norman Wong)
- Install concrete or steel bollards on southern curb of Coral Road
- Consolidate Muni stops (lines 19 and 48) on Connecticut Street (Ask Norman to convey request to Potrero HOPE)

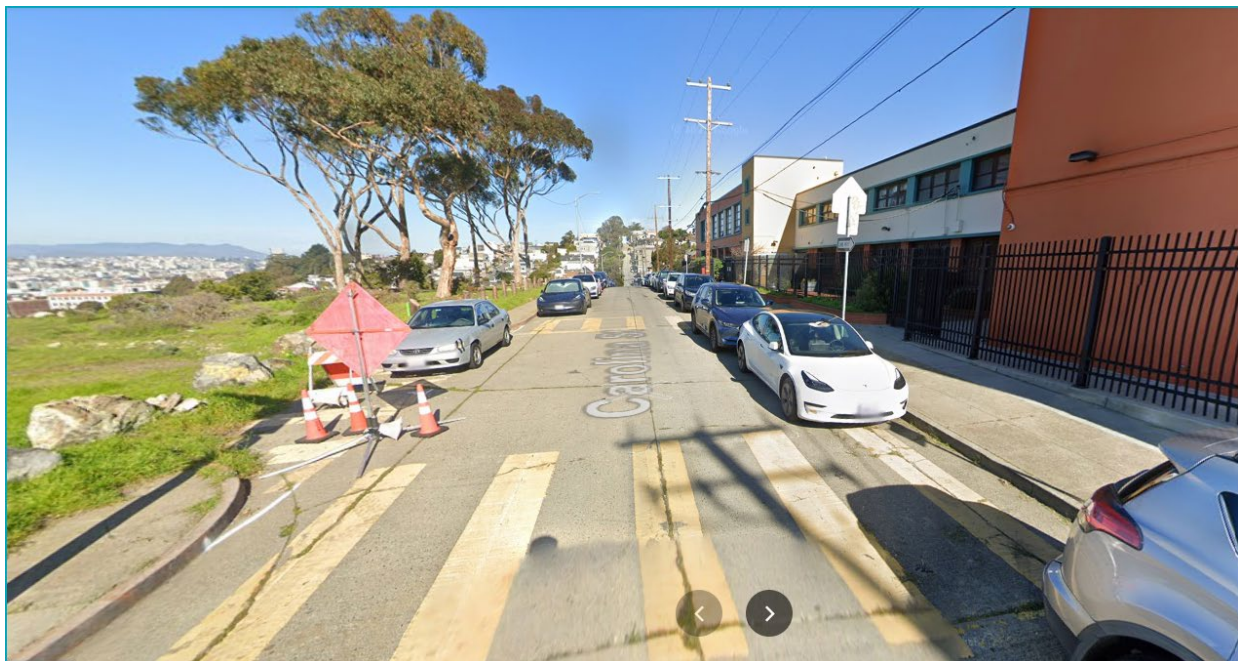
**Wisconsin Street fronting school**

**Near-Term Recommendations:**

- Review loading zone to shorten queues during morning drop-off and afternoon pick-up
- Recommend school direct students to use the Wisconsin Street entrance to discourage parents from using Coral Road for drop-off and pick-up
- Install pedestrian crossing signs
- Request short-term targeted enforcement of passenger loading zone on Wisconsin Street
- Daylight approaches to crosswalks where needed
- Install raised crosswalks across Wisconsin Street
- Request additional crossing guard

**Long-Term Recommendations:**

- Rectangular rapid flashing beacons (RRFBs) at midblock crossing



**Carolina Street fronting old school entrance**

**Near-Term Recommendations:**

- Review white zone on Carolina Street for additional accommodation of passenger loading which is currently occurring on Coral Rd and Wisconsin St. Current zone on Carolina is two-car length and AM only. Rear entrance to school would need to be opened to school community.
- Review school loading zone to provide more opportunities for parents to drop off and pick up students
- Add Daylighting where missing
- Review for adequate school area signs

**Long-Term Recommendations:**

- None



## **Carolina Street at Coral Road**

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

- Add 10' Daylighting where needed
- Review for an All-Way Stop for Carolina Street at Coral Road

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

- Review Coral Road for one-way conversion

## **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.