

Mission Preparatory School

Walk Audit Report

Walk Audit held March 24, 2022

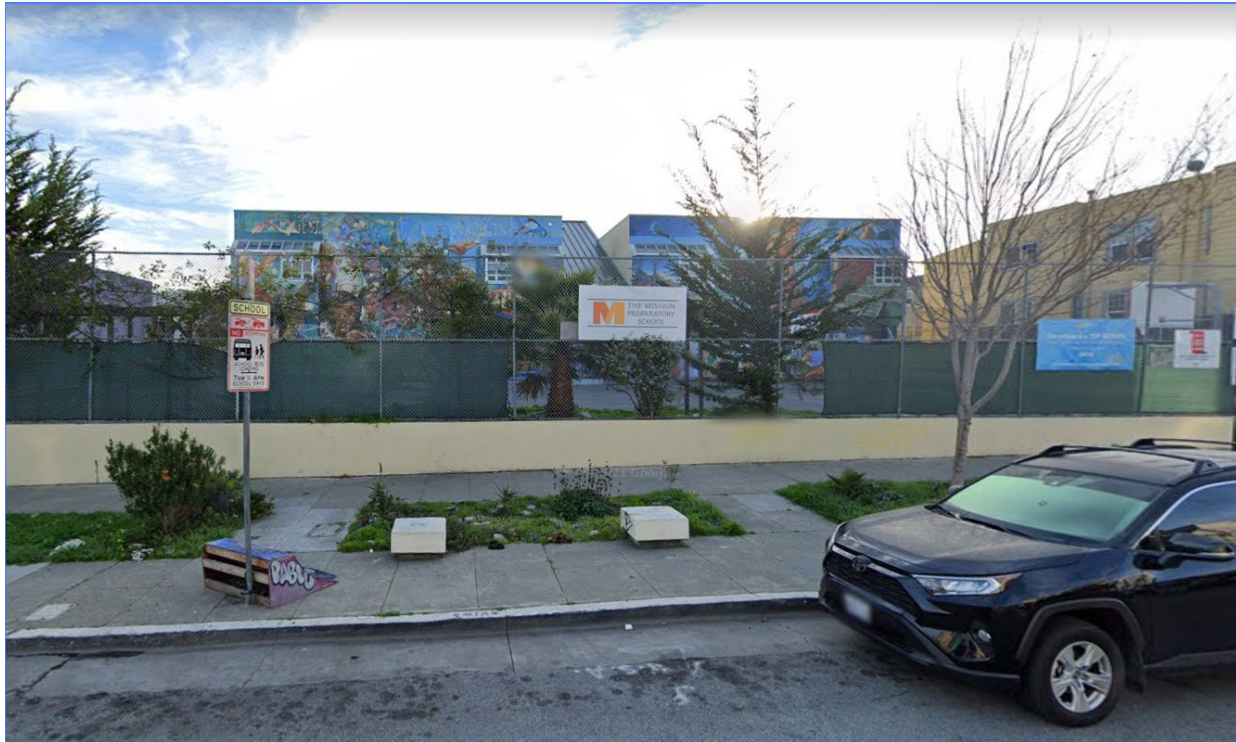
Acknowledgements:

Thanks to Mission Preparatory Principal Cynthia Jerez, Operations Manager Ryan Reid, parent and community advocate Ginale Harris, Board Member Andrea Bustamante, WalkSF and several 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 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 Mission Preparatory School Walking Audit was held on Thursday March 24, 2020, from 2:30-4:30 pm, under clear blue skies with moderate temperatures. Principal Cynthia Jerez recruited Operations Manager Ryan Reid, parent and community advocate Ginale Harris, Board Member Andrea Bustamante and several students to walk. Safe Routes to Schools coordinator Samantha Kwan also joined us in our 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 northwest to 21st Street at Alabama Street to encompass a common walking route to the Boys & Girls Club. The Boy's & Girls Club Mission Clubhouse serves four schools including Mission Preparatory with their afterschool program. While SFMTA's School Walk Audit Program is not able to make improvements outside streets which are school-adjacent, our walk and this report document feedback gathered while walking in the extended area of our walk. 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
- Pick up zone on Bryant Street is severely congested with queues reaching to two adjacent blocks
- School and Muni bus congestion on Bryant Street in the afternoons impacts students leaving campus and contributes to bad driving practices in front of the school main gates
- Trees are obscuring school area signs



Bryant Street at 23rd Street

Near-Term Issues/Concerns:

- Afterschool program runs to 6 PM while school and bus loading zone runs only to 4 PM
- School and bus loading zone on Bryant Street is extremely congested in the afternoons, with queues reaching to adjacent blocks, which impacts students leaving campus and contributes to bad driving practices in front of the school main gates

- Need better visibility at crosswalks
- School would like a crossing guard for this intersection
- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- Review for traffic signal



22nd Street at Bryant Street

Near-Term Issues/Concerns:

- Northbound drivers accelerate to make light
- Vehicles don't stop behind the crosswalks
- As noted above, cars line up around the block and double park during afternoon pick-up
- 15 MPH School Zone sign in SB direction is obscured by trees

Long-Term Issues/Concerns:

- Shorten crossing distance

22nd Street at York Street

Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- Not enough school or playground signs
- Cars often don't stop behind the crosswalks

Long-Term Issues/Concerns:

- None



23rd Street at York Street

Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- School signs obscured by trees
- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- Missing pedestrian signals/countdowns/LPIs

Extended Walking Route – Area Not Contiguous with School

Bryant Street at 21st Street

Near-Term Issues/Recommendations:

- Visibility of crosswalks obscured by parked vehicles; Add daylighting

Florida Street at 21st Street

Near-Term Issues/Recommendations:

- Roadway striping is faded; Refresh roadway paint
- Visibility of crosswalks obscured by parked vehicles; Add daylighting

Alabama Street at 21st Street

Near-Term Issues/Recommendations:

- Visibility of crosswalks obscured by parked vehicles; Add daylighting (SB approach)

Alabama Street at 22nd Street

Near-Term Issues/Recommendations:

- Review intersection for a marked crosswalk



Florida Street at 22nd Street

Near-Term Issues/Recommendations:

- Review intersection for a marked crosswalk
- Visibility of crosswalks obscured by parked vehicles; Add daylighting

Mission Preparatory 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

Bryant Street at 23rd Street

Near-Term Recommendations:

- Modify passenger loading zone to accommodate current volume of drivers and alleviate congestion on Bryant Street during afternoon pick-up time
- Add two speed humps / cushions on Bryant Street between 23rd Street and 22nd Street
- Daylight approaches to crosswalks where needed
- Request crossing guard for this intersection

Long-Term Recommendations:

- Review 90-degree parking south and north of midblock sidewalk extension on east side for possible improvements to traffic circulation

22nd Street at Bryant Street

Near-Term Recommendations:

- As noted above: two speed humps or raised crosswalk on Bryant Street, 23rd Street – 22nd Street
- As noted above: Review loading zone to improve lengthy queues around and double parking during afternoon pick-up
- Add 3.0 walk speed to signal timing; confirm signal has lead pedestrian interval (LPI)
- Request SF Public Works trim trees around street signs
- Request temporary enforcement for red zone on Bryant north of bulb out
- White zone is currently 7 am to 4 pm; extend time to 6 pm to for afterschool program
- Daylight approaches to crosswalks where needed
- Request a crossing guard for this intersection

Long-Term Recommendations:

- None



York Street at 22nd Street

Near-Term Recommendations:

- Install missing pedestrian signals/countdowns/LPIs
- Add speed hump or raised crosswalk on York Street between 23rd Street and 22nd Street
- Add 10' Daylighting where missing

Long-Term Recommendations:

- None

23rd Street at York Street

Near-Term Recommendations:

- Add 10' Daylighting where needed
- Trim tree obscuring School Sign on northbound York Street north of 23rd Street
- As noted above: install two speed humps on York Street between 23rd Street and 22nd Street

Long-Term Recommendations:

- None

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 2022 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>	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb
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.