

Bessie Carmichael Elementary School Filipino Education Center (Little Bessie)

Walk Audit Report

Walk Audit held May 12, 2025

Acknowledgements:

Thanks to Bessie Community School Coordinator Oscar Pena for assembling the walk audit group, two Parents of Bessie Students, SFMTA Staff Jeff Banks, and Bobby Lee, District 6 Legislative aide Madison Tam, and Safe Routes to School Staff Adrian Cárdenas. Eight people in total participated in the Audit.

Jacob Henke - Transportation Planner
Jacob.henke@sfmta.com

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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 includes School Traffic Calming and School Area Engineering Operations as well as non-infrastructure programs like Safe Routes to School.

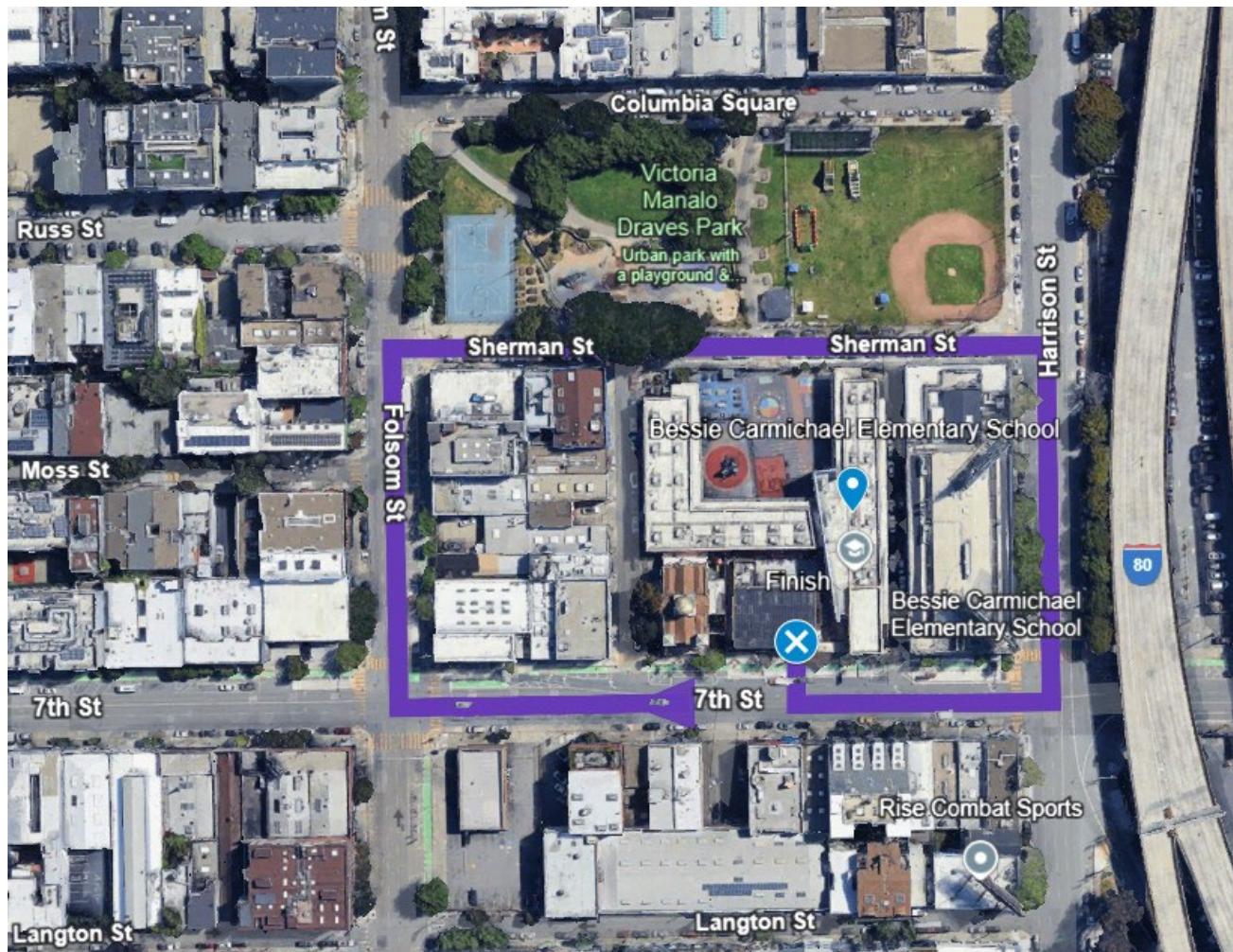
A "Walking Audit" is an organized group walking tour of each school area to identify and address obstacles to safe and comfortable walking in the area around the school. Participants are typically a group of 6-12 people, including school staff, parents, advocates, and students. Each Audit identifies 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. Near-term improvements for each walking audit school, such as traffic calming devices, may require review and legislation before they can be implemented. Longer term and more costly improvements will be recorded and recommended for inclusion in larger projects on that street.

The Walking Audit for Bessie Carmichael Elementary School & Filipino Education Center (Little Bessie) was conducted on Monday May 12, 2025, from 7:50 am – 9:00 am, under partly cloudy skies with moderate temperatures. The walk audit team included 7 people total, including Community School Coordinator Oscar Pena, SFMTA staff Jacob Henke, Jeff Banks, Bobby Lee, District 6 Legislative aide Madison Tam, two parents of Little Bessie, Students, and some comments gathered from School staff and a parent teacher organization leader.

The Walking Route

The walking route was the immediate block perimeter around the school beginning at the school entrance mid-block on 7th Street. The walk headed northwest on 7th Street to Folsom Street, right on Folsom Street northeast to Sherman Street, right on Sherman Street southeast to Harrison Street, right on /Harrison Street southwest to 7th Street, and right on 7th Street heading northwest returning to the school entrance on 7th 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
- More School zone Signage or road markings



7th Street

Near-Term Issues/Concerns:

- Bicycles, electric bicycles, and scooters speeding by while students are crossing the bikeway
- Drivers are confused where the turn lane begins and the passenger loading zone / Muni Bus stop ends
- Metal railing can complicate loading
- Staff vehicles have difficulty backing out of driveway onto 7th Street – hard to see crossing the bike lane
- Faded crosswalks from boarding island across the bikeway
- Wrong way cyclists in the bikeway
- Vehicles unload people or goods from the travel lane when the loading zone is blocked by unattended parked cars
- Parents use this drop off if the Sherman Gate is closed
- Limited visibility and difficulty crossing turn lane to proceed straight onto 7th Street from Cleveland Street

Long-Term Issues/Concerns:

- Speeding Vehicles



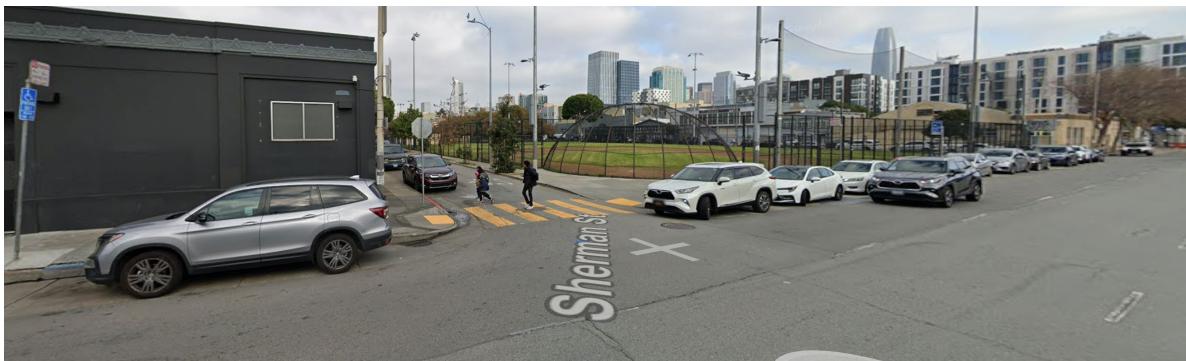
Sherman Street at Cleveland Street

Near-Term Issues/Concerns:

- Gate sticks when opening
- Faded crosswalk paint, and school markings on the roadway at Cleveland Street
- Desire for more school signage on Sherman Street
- Vehicles speeding and cut through on Sherman and Cleveland Streets

Long-Term Issues/Concerns:

- Vehicles speeding and cut through on Sherman and Cleveland Streets



Harrison Street at Sherman Street

Near-Term Issues/Concerns:

- Speeding
- Vehicles encroaching into crosswalks
- Drivers cut corners when making turns
- Students travel between middle and elementary schools on Harrison for events – up to 250 students

Long-Term Issues/Concerns:

- Speeding

Folsom Street at Sherman Street

Near-Term Issues/Concerns:

- Speeding
- Vehicles encroaching into crosswalks
- Drivers cut corners when making turns

Long-Term Issues/Concerns:

- Speeding



Bessie Carmichael Elementary School Filipino Education Center Walk Audit Recommendations

General School Area Recommendations:

- Improve visibility at crosswalks by adding Daylighting wherever possible
- Refresh Crosswalk paint and other road paint where necessary
- Coordinate with engineers to evaluate school loading zone on 7th Street



7th Street

Near-Term Recommendations:

- Review loading zone to improve visibility and compliance
- Evaluate bike traffic calming or signage options to help regulate speed of cyclists in the bikeway front of the school
- Recommend that school facilities team install traffic mirror or flashing lights on the building to help improve range of visibility for vehicles exiting the school driveway
- Refresh crosswalks across the bikeway from the boarding island to the sidewalk
- Request short-term targeted parking enforcement during school passenger loading times
- Explore if possible, to add slow down / school messaging on overhead electronic traffic message board
- An Automated speed camera has been installed and issuing violations on 7th street between Harrison Street and Folsom Street
- Review adding edgeline on 7th Street to better delineate PLZ lane
- Ask project engineer if we can move RT arrows closer to Folsom or add Guidelines in Harrison Street intersection – currently they begin after Harrison and lead to confusion with drivers trying to merge to the PLZ lane
- Coordinate with project engineer to evaluate KEEP CLEAR roadway markings for Cleveland Street and 7th Street Intersection

Long-Term Recommendations:

- Evaluate adding curb extensions at intersections
- Continue to evaluate effectiveness of Speed Safety Camera on 7th Street



SFMTA

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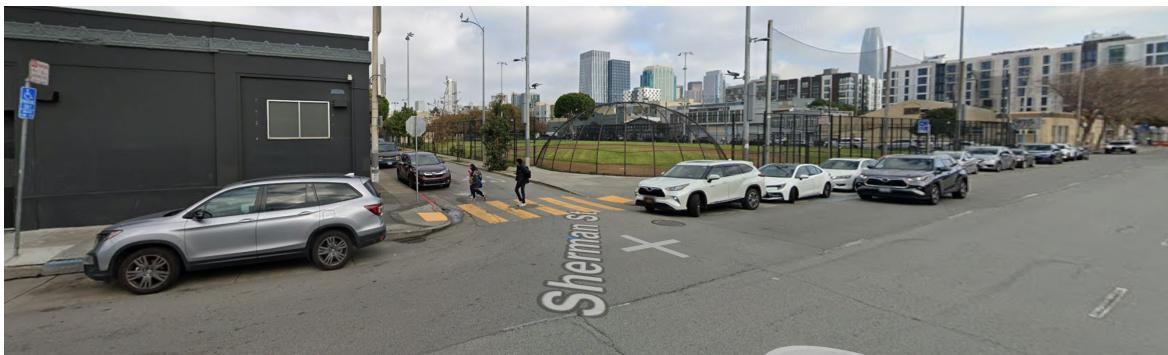
Sherman Street at Cleveland Street

Near-Term Recommendations:

- Refresh Yellow School Crosswalk Paint and roadway legends on Sherman Street
- Work with School to find out who is responsible for gate maintenance
- Evaluate feasibility of raised crosswalks across Sherman Street and Cleveland Street

Long-Term Recommendations:

- Evaluate adding curb extensions



Harrison Street at Sherman Street

Near-Term Recommendations:

- Extend daylighting on Harrison NW corner
- Evaluate a raised crosswalk on Sherman Street at Harrison Street

Long-Term Recommendations:

- Evaluate adding curb extensions at all corners

Folsom Street at Sherman Street

Near-Term Recommendations:

- Folsom Streetscape adding raised crosswalks at intersections along Folsom

Long-Term Recommendations:

- Coordinate with Folsom Streetscape Project

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. 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 3-4 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	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July
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.