

# Dr. Charles R. Drew College Preparatory Academy

## Walk Audit Report

**Walk Audit held March 24, 2025**

### Acknowledgements:

Thanks to Principal Vidrale Franklin at Dr. Charles R. Drew College Preparatory Academy for their help in recruiting a walk team. Community liaison Mesepa Kaulave, WalkSF staff person Malena Mackey Cabada, Safe Routes to Schools coordinator staff Adrian Cardenas, and two SFMTA staff people joined our walk. Six people in total participated in this Walk Audit.

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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. 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 Dr. Charles R. Drew College Preparatory Academy was conducted on Monday, March 24, from 10:00 am – 11:30 am, under partly clear skies with moderate temperatures. Principal Vidrale Franklin recruited a school walk team including Community Liaison Mesepa Kaulave. WalkSF staff person Malena Mackey Cabada, Safe Routes to Schools coordinator staff Adrian Cardenas, and two SFMTA staff people joined our walk. SFUSD Safe Routes to Schools coordinator Samantha Kwan and District 10 Supervisor staff were unable to attend and were invited to share comments for inclusion for this final report. Six people in total participated in the Audit.

## The Walking Route

Beginning at the front door of Dr. Charles Drew School, the walk route included streets directly adjacent to the school beginning at the school gate on Pomona Street, walking north to Bayview Street, west to Flora Street, south to Thornton Avenue, then east returning to Pomona 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
- People are parking on sidewalks obstructing pedestrians
- School loading zone on Pomona Street is not accommodating current levels of drop-off and pick-up, leading to unsafe driving practices and double parking
- School loading zones compete with bus zones on Pomona Street



### Pomona Street at Bayview Street

#### Near-Term Issues/Concerns:

- Passenger and bus loading zone on Pomona Street is not accommodating current levels of drop-off and pick-up, leading to unsafe driving practices and drop-offs / pick-ups from double-parked cars in the center lane
- Need better visibility at crosswalks
- Vehicles don’t stop behind the crosswalks
- Drivers are speeding on Pomona Street
- Roadway striping and curb paint are faded

### Long-Term Issues/Concerns:

- Improve crossing experience for pedestrians



### Flora Street at Bayview Street

#### Near-Term Issues/Concerns:

- Drivers are speeding on Bayview Street and on Flora Street
- Vehicles don't stop behind the crosswalks
- People are parking on sidewalks
- People are parking in passenger loading zone on Flora Street
- Roadway striping and curb paint are faded

#### Long-Term Issues/Concerns:

- None

### Flora Street at Thornton Avenue

#### Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- Cars often don't stop behind the crosswalks
- People dump trash on sidewalks
- Roadway striping and curb paint are faded

#### Long-Term Issues/Concerns:

- Shorten crossing distances for pedestrians



### Thornton Avenue at Ceres Street

#### Near-Term Issues/Concerns:

- Drivers often don't yield to pedestrians
- Vehicles take turns too fast

#### Long-Term Issues/Concerns:

- Ramps are not accessible
- Crosswalk is not marked

### Thornton Avenue at Pomona Street

#### Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- Vehicles don't stop behind the crosswalks
- Needs targeted parking enforcement
- Roadway striping and curb paint are faded
- Cars are traveling too fast on Pomona Street

#### Long-Term Issues/Concerns:

- Shorten pedestrian crossing distances

## Dr. Charles R. Drew College Preparatory Academy Walk Audit Recommendations

### General School Area Recommendations:

- Review school loading zones on both Pomona Street and Flora Street to reduce queuing and double-parking
- Refresh roadway striping and curb paint where needed
- Refer to SFMTA Enforcement for short-term targeted enforcement of loading zones and parking on sidewalks
- Refer to SFPW for sidewalk trash pickup
- Improve visibility at crosswalks by adding Daylighting wherever possible



### Pomona Street at Bayview Street

#### Near-Term Recommendations:

- Explore converting Pomona Street to one-way southbound to alleviate traffic congestion during morning drop-off and afternoon pick-up
- Review passenger and bus loading zones to reduce queuing and double-parking
- Review left turns for Yellow School Bus from Bayview Street onto Pomona Street
- Refresh roadway striping and curb paint where needed
- Request short term enforcement (PCO) during morning pick-up and afternoon drop-off
- Add two speed tables on Pomona Street, between Thornton Avenue and Bayview Street
- Paint Slow School Crossing legends
- Daylight approaches to crosswalks where needed

### Long-Term Recommendations:

- Extend passenger loading bulb-in on Pomona Street fronting school
- Add curb extensions at all corners

## Flora Street at Bayview Street

### Near-Term Recommendations:

- Add two speed tables on Flora Street, between Thornton Avenue and Bayview Street
- Add one raised crosswalk to eastern leg at Bayview Street at Flora Street
- Review Flora Street NB at Bayview for new Stop Sign
- Request short-term targeted parking enforcement (SFMTA Parking Control)
- Daylight approaches to crosswalks where needed

### Long-Term Recommendations:

- Add curb extensions at marked crosswalk



## Flora Street at Thornton Avenue

### Near-Term Recommendations:

- Review passenger loading zone on Flora Street for adequacy of meeting demand
- Add two speed tables on Flora Street, between Thornton Avenue and Bayview Street
- Request short term enforcement (PCO) during morning pick-up and afternoon drop-off
- Refer to SFPW for sidewalk trash pickup
- Refresh roadway striping and curb paint where needed
- Paint Slow School Crossing legends
- Daylight approaches to crosswalks where needed

### Long-Term Recommendations:

- Add raised crosswalk across Thornton Avenue at Flora Street

## Thornton Avenue at Ceres Street

### Near-Term Recommendations:

- Review NB Ceres Street at Thornton Avenue for new Stop Sign
- Improve visibility at crosswalks by adding Daylighting
- Refresh all roadway striping and curb paint where needed

### Long-Term Recommendations:

- Upgrade curb ramps to meet current standards and mark yellow crosswalk



## Thornton Avenue at Pomona Street

### Near-Term Recommendations:

- Improve visibility at crosswalks by adding Daylighting
- Request short-term targeted parking enforcement
- Request crossing guard for this intersection
- Refresh all roadway paint
- Add two speed tables on Pomona Street, between Thornton Avenue and Bayview Street

### Long-Term Recommendations:

- Shorten pedestrian crossing distances

## 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

<b>Projected Timeline</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>June</b>
Prioritize Recommendations	<b>P1, P2</b>	<b>P1, P2</b>							
Approval of Simple Measures		<b>P1</b>							
Legislation of Other Measures			<b>P2</b>	<b>P2</b>					
Submit Work Orders			<b>P1</b>	<b>P1</b>	<b>P2</b>	<b>P2</b>			
Installation of Measures				<b>P1</b>	<b>P1</b>	<b>P1</b>	<b>P2</b>	<b>P2</b>	<b>P2</b>

**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.