

# Redding Elementary School

## Walk Audit Report

Walk Audit held April 22, 2024

### Acknowledgements:

Thanks to Redding Elementary Principal Ronnie Louie, Adrian Cardenas from Safe Routes to School, SFMTA school walk audit staff, D3 Supervisor Danny Sauter, and the supervisor's aide Michelle Andrews. Six people in total participated in the Audit and comments were also gathered from the school crossing guard and a community benefit district ambassador in the area.

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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.

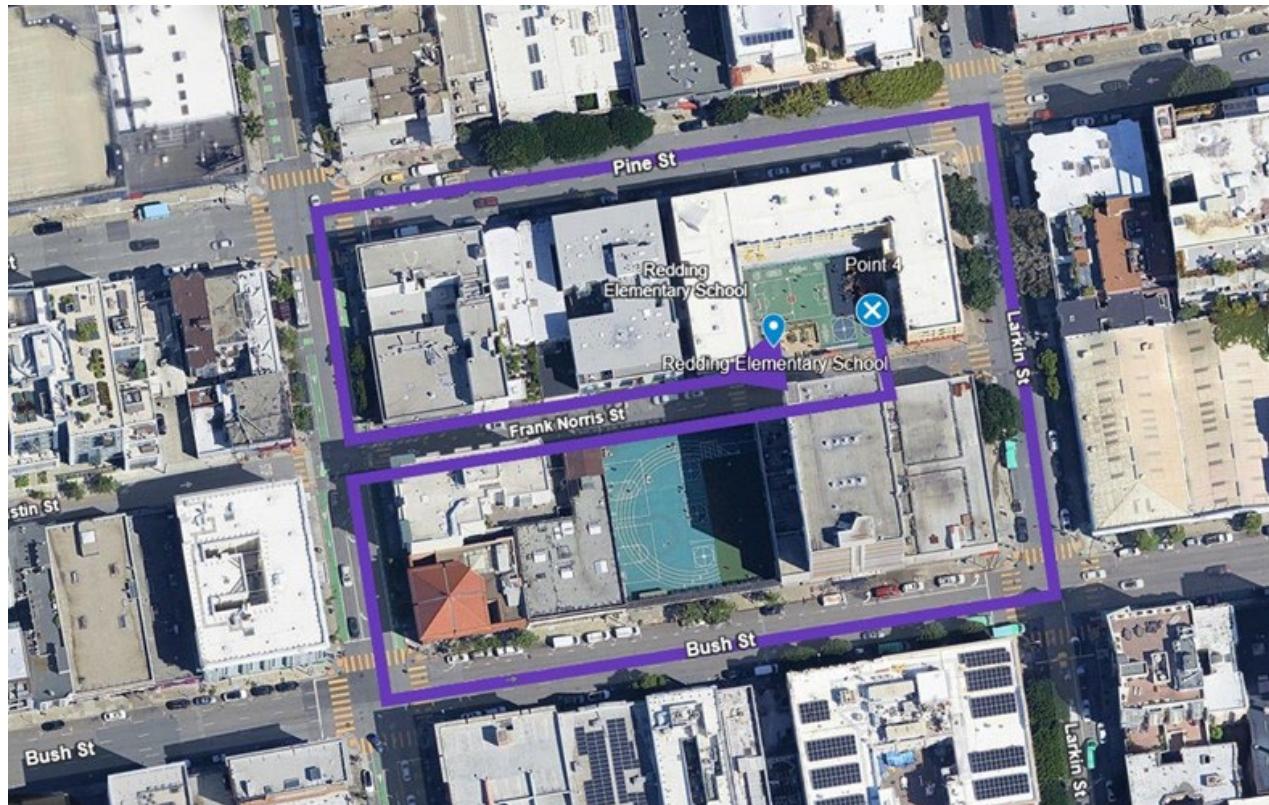
A "Walking Audit" is an organized group walking tour of each school area to identify and address obstacles to safe and comfortable walking in the area around the school. Participants are typically a group of 6-12 people, including school staff, parents, advocates, and students. Each Audit identifies 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 Redding Elementary school was conducted on Tuesday April 22, 2024, from 8:40 am – 9:40 am, under partly cloudy skies with moderate temperatures. The walk audit team included 2 SFMTA school walk audit staff members, Principal Ronnie Louie, Safe Routes to School staff Adrian Cardenas, D3 Supervisor Danny Sauter, and D3 Legislative Aide Michelle Andrews. Six people in total participated in the Audit, with some comments gathered from an SFMTA school crossing guard and a community benefit district ambassador named Amber regularly stationed on the corner of Frank Norris Street and Larkin Street.

## The Walking Route

Beginning at the main entrance to Redding Elementary on Frank Norris Street, the walk route included streets directly surrounding the school from Polk Street north to Pine Street, then east to Larkin Street, then south on Larkin to Bush Street, then west on Bush back to Polk Street, then North on Polk Street back to Frank Norris Street, and finally heading east on Frank Norris Street back to the school yard. See the aerial photograph of the walking route below:



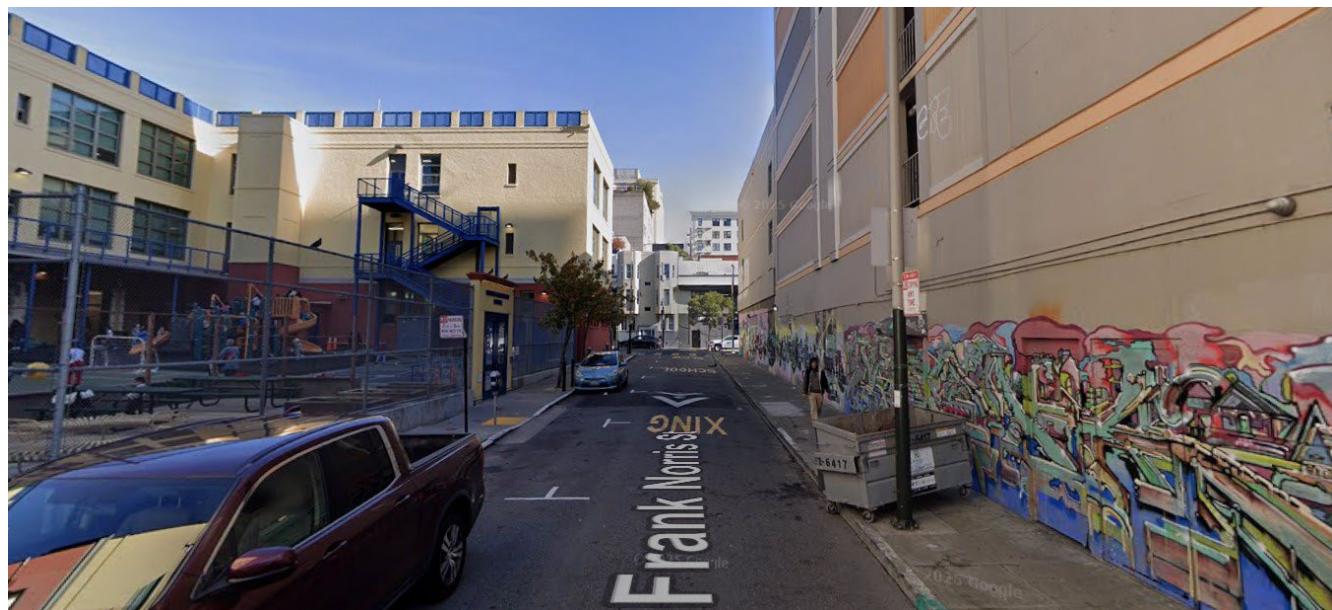


## School Area Pedestrian Issues Identified

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:

- Cars park in passenger loading zone unattended, on sidewalk, or blocking the middle of the alley
- When yellow school buses are blocked from entering the alley they will drop students on Larkin Street
- More school zone signage on the perimeter blocks
- Vehicles encroach into crosswalks during walk phases
- Sidewalk and street are dirty
- Desire for targeted homeless intervention within 1 block of school



### Frank Norris Street

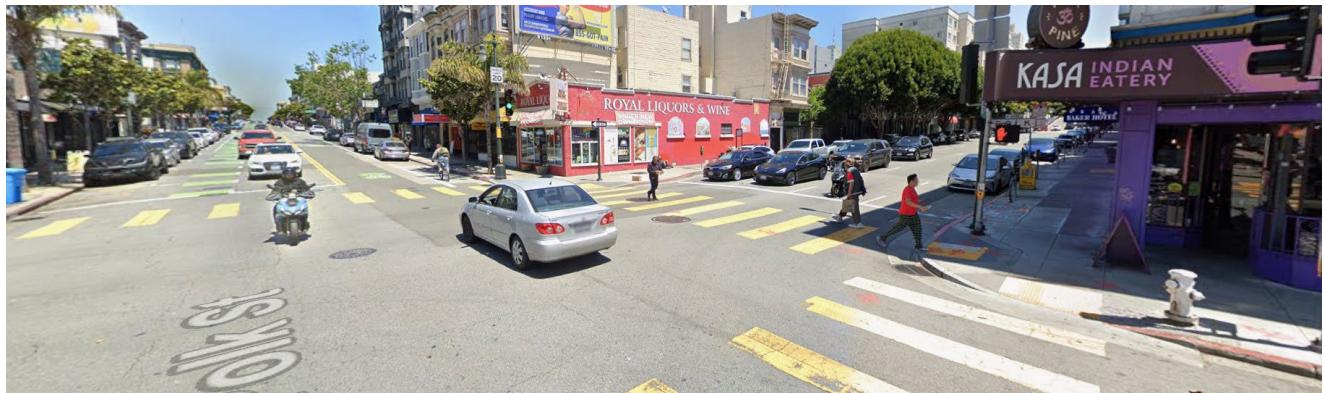
#### Near-Term Issues/Concerns:

- Faded curb paint, red curb and loading zone white curb
- Faded crosswalk paint at Polk Street
- Parking space nearest Larkin – when occupied bus cannot make the turn into the alley
- Confirm with SF Public Works and SF Planning for alley beautification treatments timeline

- Poor visibility of pedestrians for vehicles exiting the private parking garage at Larkin Street and Frank Norris Street
- Speeding and cut-through traffic

**Long-Term Issues/Concerns:**

- None on this block

**Pine Street at Polk Street****Near-Term Issues/Concerns:**

- Faded curb paint
- No school signs on Polk Street SB approaching Frank Norris Street

**Long-Term Issues/Concerns:**

- None at this intersection

**Pine Street at Larkin Street****Near-Term Issues/Concerns:**

- People riding bikes on the sidewalk
- Fast intersection speeding on both roads
- No school sign on Larkin Street approaching Bush Street
- Missing flex posts and faded paint in SW corner Painted Safety Zone
- No Painted Safety Zone on NE corner WB vehicles encroach on east crosswalk
- Faded Crosswalks

**Long-Term Issues/Concerns:**

- None

**Bush Street at Larkin Street****Near-Term Issues/Concerns:**

- Faded crosswalks and turn guidelines
- Faded curb markings
- No school signage on Bush between Larkin Street and Polk Street
- No school signage on east side of Larkin Street between Bush Street and Frank Norris Street (existing school sign on west side of Larkin)
- Vehicles speed and cut the corner while turning at SE corner of intersection

**Long-Term Issues/Concerns:**

- None

**Bush Street at Polk Street****Near-Term Issues/Concerns:**

- No school signage Polk Street approaching Frank Norris Street
- Need better visibility at crosswalks

**Long-Term Issues/Concerns:**

- None



## Redding Elementary School Walk Audit Recommendations

### General School Area Recommendations:

- Review School signage and add on blocks where missing
- Review signal timing for up-to-date leading pedestrian interval settings
- Forward requests for pressure washing and homelessness services to appropriate agencies and District Supervisor



### Frank Norris Street

#### Near-Term Recommendations:

- Review removal of parking space nearest Larkin to allow buses better turning radius when entering alley, consider more prominent signage on school wall or consider shifting white zone 1 space west
- Confirm PW/Planning timeline for alley beautification treatments
- Refresh curb paint
- Refresh crosswalk paint at Polk Street

#### Long-Term Recommendations:

- Evaluate raised crosswalk across Frank Norris at Larkin considering school buses turn onto the street
- Evaluate raised crosswalk across Frank Norris at Polk

### Pine Street at Polk Street

#### Near-Term Recommendations:

- Refresh curb paint
- Add school signage on Polk Street SB approaching Frank Norris Street
- Confirm signal has lead pedestrian interval (LPI) and 3.0 walk speed

#### Long-Term Recommendations:

- Evaluate adding curb extensions at all corners



## Pine Street at Larkin Street

### Near-Term Recommendations:

- Install bike rack inside the SW corner Painted Safety Zone
- Install school signage on Larkin Street approaching Bush Street
- Add flex posts to existing Painted Safety Zone and refresh paint (SW corner)
- Evaluate adding Painted Safety Zone with flex posts to northeast corner
- Refresh Crosswalk paint
- Confirm signal has lead pedestrian interval (LPI) and 3.0 walk speed

### Long-Term Recommendations:

- Evaluate adding corner curb extensions at NW and SW corners

## Bush Street at Larkin Street

### Near-Term Recommendations:

- Refresh crosswalks and turn guidelines
- Refresh curb paint
- Evaluate adding school signage on Bush between Larkin Street and Polk Street
- Evaluate adding additional school signage on east side of Larkin between Bush and Frank Norris Streets (existing school sign on West side of Larkin)
- Install Painted Safety Zone and flex posts at SE corner of intersection
- Confirm signal has lead pedestrian interval (LPI) and 3.0 walk speed
- Add daylighting where needed

### Long-Term Recommendations:

- Evaluate adding curb extensions at all corners

## Bush Street at Polk Street

### Near-Term Recommendations:

- Install school signage Polk Street approaching Frank Norris Street
- Confirm signal has lead pedestrian interval (LPI) and 3.0 walk speed

### Long-Term Recommendations:



- Evaluate adding curb extensions at all corners

## 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 Traffic Calming 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.

[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	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
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.