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December 10, 2010

Dear Sunset Elementary School Walking Audit Participants:

Thank you for your participation in the Sunset Elementary School walking audit back on May 26, 2010. The San Francisco Safe Routes to School Partnership and the San Francisco Municipal Transportation Agency are happy to work together with the school community to bring to our attention your traffic safety concerns around the school.

All participants should have received the notes that were recorded during the walking audit which helped us concentrate our efforts in addressing the school's safety concerns. They are attached for your reference. Some suggestions could be easily resolved and may by the time of this writing already have been completed. Other suggestions will require more time and funding to implement. Staff included a number of the more costly items in a Safe Routes to School infrastructure grant submitted on behalf of Sunset Elementary earlier this year.

The following suggestions for Ortega Street between 37th and 41st Avenues were included in a Safe Routes to School (Infrastructure) grant application submitted by the SFMTA earlier this year. However, the City learned in November 2010 that Sunset Elementary School was not awarded the grant. These recommendations have been added to a database of school infrastructure projects to pursue as future funding opportunities arise.

Recommended – Funding Dependent

Included in SRTS Infrastructure Application

- Median islands on Ortega Street between 38th and 40th Avenues
- Refuge islands on Ortega Street at 37th, 38th, 39th and 41st Avenues
- Curb extensions/bulb-outs on Ortega Street at 37th, 38th and 39th Avenues
- ADA-compliant curb ramps on Ortega Street between 37th and 41st Avenues
- Road diet or island/lane striping and/or angled parking on Ortega Street between 37th and 41st Avenues
- Install school driveway raised speed table at all school parking lot entrances
- Install raised pedestrian crossing through school parking lot - east of the exit driveway at 40th Ave

Not Included in SRTS Infrastructure Application

- In-street yield to pedestrian signs
 - These are only installed in places where we have a raised island to protect it from being hit and destroyed. Ortega Street has no islands. However, funding is still being sought to install islands.

- Prohibit on-street parking near crosswalks
 - The SFMTA paints red zones approaching crosswalks to improve visibility between pedestrians and vehicles. The SFMTA is studying intersections in the vicinity of Sunset to paint red zones near crosswalks.

Recommended - Forwarded for Implementation

- Repaint SLOW SCHOOL XING (SSX) markings
 - SSX markings are in good condition, but a STOP legend on 37th Avenue at Ortega Street was repainted.
- Repaint red zone
 - Red zone on Ortega Street and 39th Avenue was repainted.

Not Recommended

- Centerlines
 - The SFMTA doesn't typically stripe centerlines on streets with low vehicle volumes. The lack of a centerline can actually cause vehicles to slow down and be more aware of their surroundings.
- Advance stop bars
 - Advance stop bars are not necessary as sight distance is good.
- Repaint crosswalks
 - The threshold for repainting crosswalks is that about 60% of the paint is worn. Upon review crosswalks appear to be in acceptable condition.
- Advance yield lines with "yield here to pedestrian" signs
 - Advance yield lines are only used at uncontrolled crossings. Intersections with 4-way STOPS or traffic signals are not appropriate.
- Update school area traffic control signing and assemblies
 - All school signs were reviewed and found to be standard

Once again, thank you for participating in the Sunset Elementary School walking audit. We hope it was an enriching experience for all participants who all share the common goal - to increase walking and biking to school by increasing safety around Sunset Elementary School.

If you have any questions, please contact Jeffrey Banks of my staff at 415.701.5331, or via e-mail at jeffrey.banks@sfmta.com.

Sincerely,



Bridget Smith, Manager
Livable Streets Subdivision