

Mission High School

Walk Audit Report

Due to the COVID-19 pandemic, this Walk Audit was conducted on one of two planned dates. The second date was not possible due to the COVID-19 pandemic and public health concerns.

Thanks to the students and staff who participated in December 2019!

Acknowledgements:

Thanks to: Mission High School Principal Pirette McKamey, staff Xia He, Michael Elias and Jay Pugao, and the students who walked and commented. Much appreciation to Adria Stauber, David Gajer, San Francisco Bicycle Coalition; Vernon Haney, Walk San Francisco; and Damon Curtis, Ana Vasudeo, and Andre Wright of the SFMTA.

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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 a 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 older students. Each Audit identifies both near-term 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 High School Walking Audit was held on Wednesday, December 4, 2019, from 3-4 pm, under overcast skies with moderate temperatures. Because schools in San Francisco were suspended in March 2020 to slow the spread of the COVID-19 virus, a second walk date in March 2020 was cancelled. Six students attended the walk: Nayeli Veloz; Camila Francisco; Kirana Rumpak; Abe Ferman (future Traffic Engineer); Gabriel; and Jake, along with Adria Stauber (Ped Advocate), Dave Gajer (SFBC), Vernon Haney and Samantha (WalkSF) and Nick Carr (SFMTA).

The Walking Route

Beginning at the front door of the school, the walk route included streets directly adjacent to the school: 18th Street, Church Street, 17th Street, and Dolores Boulevard. See the aerial photograph of the walking route below:



School Area Pedestrian Issues Identified

General School Area Issues/Concerns:

- No Leading Pedestrian Intervals (LPI) timing at any area signals



SCHOOL FRONT DOOR on 18th Street

Near-Term Issues/Concerns:

- Students cross 18th Street mid-block here in order to use athletic facilities and park during and after school

18th Street at Church Street

Near-Term Issues/Concerns:

- No Leading Pedestrian Intervals

Long-Term Issues/Concerns:

- Outbound Muni island on Church IS NOT ACCESSIBLE (ramp is on far side in Dolores Park), is short, and does not reach the crosswalk across Church Street to the school.
- Improve crossing safety to/from Muni island
- Shorten crossings (with other major construction)

Church Street at 17th Street

Near-Term Issues/Concerns:

- No Leading Pedestrian Intervals on existing pedestrian signals at this intersection between Mission High and Everett Middle Schools

Long-Term Issues/Concerns:

- Signals need pedestrian countdown signals on 3 legs at this intersection directly between Mission High and Everett Middle Schools

At 17th Street/Dolores Boulevard

Near-Term Issues/Concerns:

- Permissive left turns from Dolores Boulevard seem dangerous with visibility here - especially northbound
- Cars park/load in crosswalks for coffee shop

Long-Term Issues/Concerns:

- None

At Dolores Boulevard/18th Street

Near-Term Issues/Concerns:

- No Leading Pedestrian Intervals
- Tall vehicles block visibility at crosswalks

Long-Term Issues/Concerns:

- Continue to increase pedestrian safety at this heavily-used intersection
- Raised intersection in the future?

Mission High School Walk Audit Recommendations

General School Area Short-Term Recommendations

- Provide Leading Pedestrian Intervals (LPI) at all signals adjacent to the school
- Improve visibility at crosswalks by adding daylighting and prohibiting tall vehicles from parking at crosswalk approaches
- Add Passenger Loading Zones and 10 Minute Parking near businesses, to help alleviate vehicles blocking crosswalks

General School Area Long-Term Recommendations

- Continue to pedestrianize the area in any and all ways feasible
- Upgrade signals



At Mission High Front Door

Long-Term Recommendation

- Add Raised crosswalk with rectangular rapid flashing beacon (RRFB) midblock across 18th Street to Dolores Park



At 18th Street/Church Street

Near-Term Recommendations:

- Add Leading Pedestrian Interval Signal Timing
- Add Advanced Limit Lines

Long-Term Recommendations:

- Improve outbound island and possible raise the non-transit lane adjacent to the island

At 17th Street/Church Street

Near-Term Recommendations:

- Add Leading Pedestrian Interval Signal Timing
- Add Daylighting at crosswalks
- Add Advanced Limit Lines

Long-Term Recommendations:

- Add pedestrian countdown signals to remaining three intersection legs



At 17th Street/Dolores Boulevard

Near-Term Recommendations:

- Add Leading Pedestrian Interval Signal Timing
- Add Restrict or protect left turns
- Add 10 minute parking adjacent to coffee shop
- Add tall vehicle restrictions at crosswalks

Long-Term Recommendations:

- Extend Dolores Boulevard medians to provide pedestrian refuges

At 18th Street/Dolores Boulevard

Near-Term Recommendations:

- Add Leading Pedestrian Interval Signal Timing
- Add Tall vehicle restrictions at crosswalks

Long -Term Recommendations:

- Extend Dolores Boulevard medians to provide pedestrian refuges
- Raise the entire intersection

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 2019-20 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 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 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, signal timing modifications.

Near-Term Project Timeline

<i>Projected Timeline</i>	April	May	June	July	Aug	Sept	Oct	Nov	Dec
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.