

Chinese Immersion School at DeAvila

Walk Audit Report

Walk Audit held May 17, 2022

Acknowledgements:

Thanks to Chinese Immersion School at DeAvila Principal Wendy Cheong, Brian Guan from the School Site Council, crossing guards Chris and Yan and Vernon Haney from WalkSF, who participated in this walk.

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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. Each 2021-22 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 Chinese Immersion School at DeAvila Elementary School Walking Audit was held on Thursday May 17, 2022, from 9:30-10:30 am, under partially clear skies with moderate temperatures. Principal Wendy Cheong recruited Brian Guan from the School Site Council and crossing guards Chris and Yen to participate in the walk. Vernon Haney from pedestrian advocacy group WalkSF also joined us for the Walk Audit. Six people in total participated in the Audit.

The Walking Route

Beginning at the front door of the school, the walk route included streets directly adjacent to the school and reached north to Haight Street, east to Central Avenue and west to Masonic Avenue. 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:

- School area signs are not visible because of trees
- Need better visibility at crosswalks
- Vehicles don't stop behind the crosswalks
- Need extra crossing guard



Waller Street at Masonic Avenue

Near-Term Issues/Concerns:

- Need better visibility at crosswalks
- School signs are obscured by trees
- Needs crossing guard
- Curb paint is faded
- Drivers make U-turns in this intersection
- Drivers often speed on Waller
- Cars queue all the way to Buena Vista and double park on Waller during pick-up/drop-off
- Vehicles don't stop behind the crosswalks
- Street cleaning on Tuesday mornings coincides with morning drop-off time

Long-Term Issues/Concerns:

- None



Masonic Avenue at Haight Street

Near-Term Issues/Concerns:

- Cars drive too fast on Masonic
- Students wait at Muni stop on Haight
- Cars do U-turns in this intersection
- Sidewalks are filthy
- Back entry to school on Haight is closed because of safety concerns
- Street cleaning on Tuesday mornings coincides with morning drop-off time leading to conflicts

Long-Term Issues/Concerns:

- None

Haight Street at Central Avenue

Near-Term Issues/Concerns:

- Vehicles park on sidewalks on Central
- Street cleaning on Tuesday mornings coincides with morning drop-off time leading to conflicts

Long-Term Issues/Concerns:

- None



Central Avenue at Waller Street

Near-Term Issues/Concerns:

- Drivers make U-turn here during drop-off/pick-up times
- Trees obscure school sign
- Cars drive fast on Waller
- Congestion on Waller during morning drop-off and afternoon pick-up leading to unsafe driving practices
- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- Shorten crossing distance

Walk Audit Recommendations

General School Area Recommendations:

- Trim trees around school area signs to make them visible
- Improve visibility at crosswalks by Daylighting crosswalk approaches
- Add LPIs to all signalized crossings
- Add Advanced Limit Lines where possible

Waller Street at Masonic Avenue

Near-Term Recommendations:

- Ask SFPW to trim trees around school signs
- Refresh passenger loading zone curb paint
- Request crossing guard for this intersection

- Review intersection for a No U-turn restriction
- Install one speed hump on Waller, Central - Masonic
- Review passenger loading zone in front of school to alleviate congestion on Waller during morning drop-off and afternoon pick-up
- Can we extend time of passenger loading zone to 6:00 PM?
- Request Residential Permit Parking be extended to area around school
- Request that street cleaning shift to a time after school begins (shift from 8 – 10 am to 9 – 11am)

Long-Term Recommendations:

- None

Masonic Avenue at Haight Street

Near-Term Recommendations:

- Install one speed cushion on Masonic, Waller - Haight
- Can we restrict U-turns?
- Request sidewalk cleaning (SFPW)
- Can a passenger loading zone be installed on the Haight Street fronting of school
- Request that street cleaning shift to a time after school begins (after 9am)

Long-Term Recommendations:

- None



Haight Street at Central Avenue

Near-Term Recommendations:

- Request Parking Control Officer (PCO) for spot enforcement of sidewalk parking
- Request that street cleaning shift to a time after school begins (after 9am)

Long-Term Recommendations:

- None

Central Avenue at Waller Street**Near-Term Issues/Concerns:**

- Review installation of “No U-turn” sign on Waller at Central
- Request SFPW to trim trees near signs
- Extend white zone on Waller to Central
- Daylight northbound and southbound approaches (10’)
- Install speed humps on Waller
- Review passenger loading (white) zone to relieve congestion during morning drop-off and afternoon pick-up

Long-Term Issues/Concerns:

- Shorten crossing distance with sidewalk extensions

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 2021-22 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 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. 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

<i>Projected Timeline</i>	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb
Prioritize Recommendations	P1, P2	P1, P2							
Approval of Simple Measures		P1	P1						
Legislation of Other Measures				P2	P2	P2	P2		
Submit Work Orders					P1	P1	P2	P2	
Installation of Measures						P1	P1	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.