

# Galileo High School

# Walk Audit Report

Due to COVID-19 pandemic, this Walk Audit was conducted by SFMTA staff in cooperation with Principal Tami Benau

July 20, 2020

## Acknowledgements:

Thanks to Galileo Principal Tami Benau, Walk San Francisco, Damon Curtis and Andre Wright of the SFMTA.

Nick Carr, Senior Planner (retired)  
Conducted the 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.

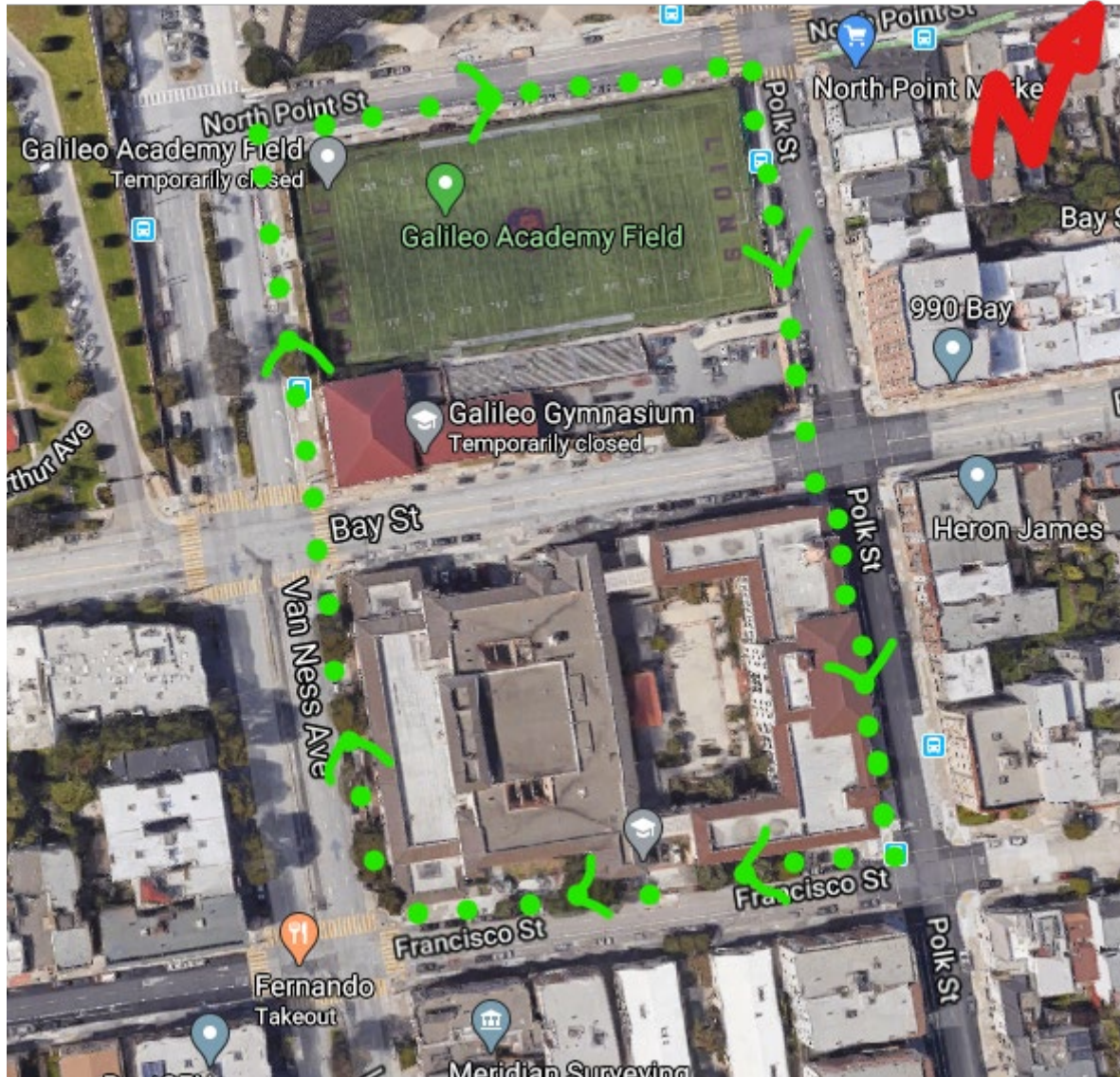
A "Walking Audit" is an organized group walking tour (45 minutes to an hour) of each school area in order to identify and address obstacles to safe and comfortable walking in the area around the school. Participants are typically a group of 6-12 people, including school staff, parents, advocates, and 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. 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 Galileo High School Walking Audit was held on Monday July 20<sup>th</sup>, 2020, from 10-11 am, 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, and fall semester will be conducted via distance learning, Nick Carr conducted this walking audit by himself, with input and feedback from Principal Tami Benau.

## The Walking Route

Beginning at the front gate of the school, the walk route included streets directly adjacent to the school: Van Ness Avenue, Polk Street, Northpoint Street, Bay and Francisco Streets. See the aerial photograph of the walking route below:



## School Area Pedestrian Issues Identified

### General School Area Issues/Concerns:

- No Leading Pedestrian Intervals (LPIs) at any area signals
- School and Muni bus congestion on Francisco Street in the afternoons impacts students leaving campus and contributes to bad driving practices in front of the school main gates
- Van Ness Avenue sidewalks are trenched and broken fronting the school between Francisco Street and Northpoint Street

### Van Ness Avenue at Francisco Street

#### Near-Term Issues/Concerns:

- No Leading Pedestrian Interval (LPI)

#### Long-Term Issues/Concerns:

- Southern Median on Van Ness Avenue does not provide mid-crossing refuge after being narrowed
- Possible sidewalk bulb outs



### **Van Ness Avenue at Bay Street**

#### **Near-Term Issues/Concerns:**

- Visibility could be improved at crosswalks
- No Leading Pedestrian Interval (LPI) signal timing

#### **Long-Term Issues/Concerns:**

- Van Ness Avenue median could be modified for improved pedestrian refuge

### **Van Ness Avenue at Northpoint Street**

#### **Near-Term Issues/Concerns:**

- Daylighting
- Tall vehicle restrictions at crosswalks

#### **Long-Term Issues/Concerns:**

- Raised crosswalk across Van Ness Avenue at entrance to parking lot north of Northpoint

### **Polk Street at Northpoint Street**

#### **Near-Term Issues/Concerns:**

- No Leading Pedestrian Interval (LPI) signal timing
- Tall vehicles block visibility at crosswalks

#### **Long-Term Issues/Concerns:**

- None

### **Polk Street at Bay Street**

#### **Near-Term Issues/Concerns:**

- No Leading Pedestrian Interval (LPI) signal timing
- Tall vehicles block visibility

#### **Long-Term Issues/Concerns:**

- None identified

### **Polk Street at Francisco Street**

#### **Near-Term Issues/Concerns:**

- School and Muni buses block the corner and contribute to bad driving practices on Francisco Street and Polk Street
- Tall vehicles block visibility at crosswalks

#### **Long-Term Issues:**

- None identified

## **Galileo High School Walk Audit Recommendations**

### **General School Area Requests:**

- Add Leading Pedestrian Interval (LPI) signal timing at all signals adjacent to the school
- Improve visibility at crosswalks by adding Daylighting and prohibiting tall vehicles from parking at crosswalk approaches
- Repair Van Ness Avenue sidewalks and medians



- Improve bus loading zones to accommodate current busing needs and reduce congestion on Francisco Street and Polk Street during the afternoon student release.



**At Van Ness/Francisco:**

**Near-Term Recommendations:**

- Add LPI Signal Timing
- Add Daylighting at yellow school crosswalks
- Add tall vehicle restrictions at approaches to STOP signs/crosswalks
- Add Advanced Limit Lines

**At Van Ness/Bay:**

**Near-Term Recommendations:**

- Add LPI Signal Timing
- Add Daylighting at crosswalks
- Add advanced Limit Lines

**At Van Ness/Northpoint:**

**Near-Term Recommendations:**

- Add Daylighting at crosswalks
- Add tall vehicle restrictions at crosswalks

**Long-Term Recommendations:**

- Raised crosswalk across Van Ness Avenue at the entrance to the Maritime Museum parking lot

**At Polk/Northpoint:**

**Near-Term Recommendations:**

- Add Daylighting
- Add LPI Signal Timing
- Add tall vehicle restrictions at crosswalks

**At Polk/Bay:**

**Near-Term Recommendations:**

- Add Daylighting
- Add LPI Signal Timing
- Add tall vehicle restrictions at crosswalks



**At Polk/Francisco:**

**Near-Term Issues/Concerns:**

- Modify bus loading zone to accommodate current buses and alleviate congestion on Francisco and Polk Streets during afternoon pick-up time

**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 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>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</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.

#### General Long-Term Recommendations

- Van Ness Avenue crossing and sidewalk improvements
- Re-examine School and Muni Bus scheduling and layover locations for post COVID 19 busing needs.