

Dianne Feinstein Elementary School

Walk Audit Report

Walk Audit held April 11, 2025

Acknowledgements:

Thanks to Principal Christina Jung at Dianne Feinstein Elementary, Walk SF Staff Malena Mackey Cabada, Safe Routes to School Staff Sara Brown, SFMTA Staff Laruen Hiller, and the Dianne Feinstein Elementary parents that joined the walk. Nine people in total participated in the 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 includes School Traffic Calming and School Area Engineering Operations as well as non-infrastructure programs like Safe Routes to School.

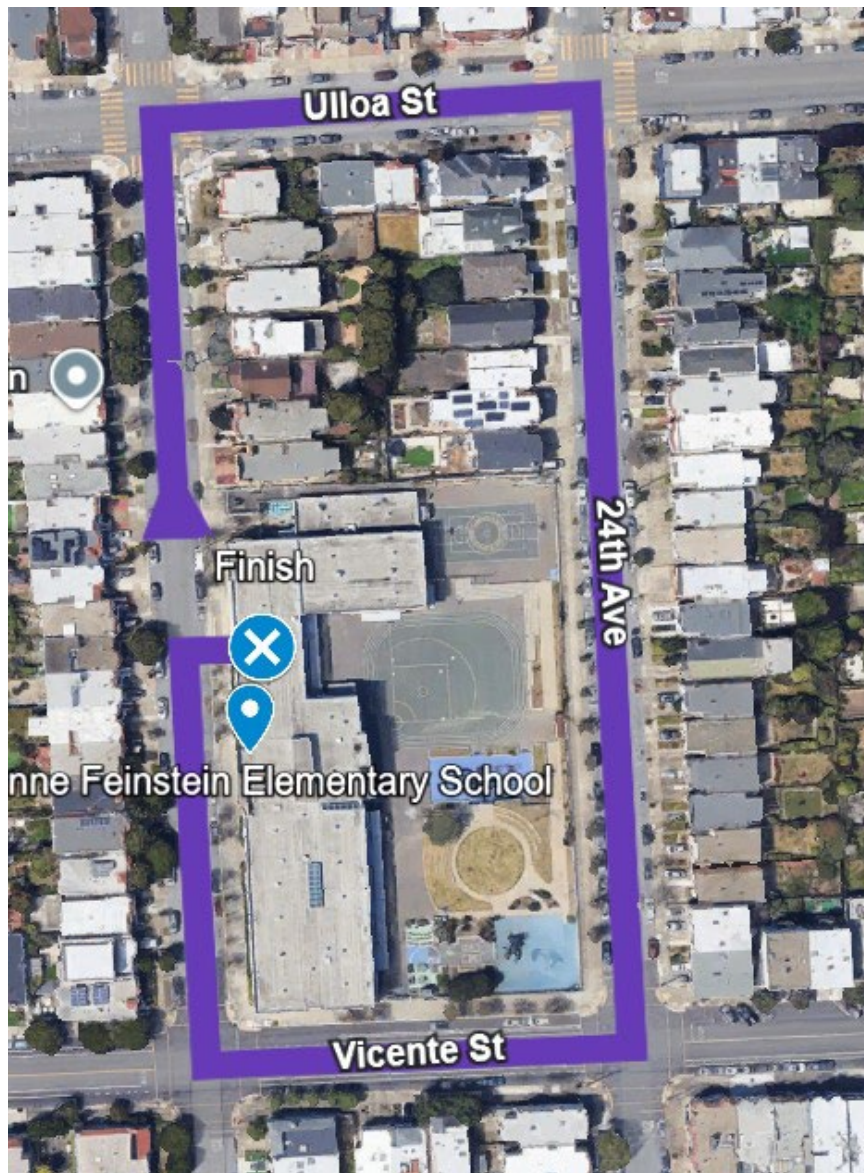
A "Walking Audit" is an organized group walking tour of each school area to identify and address obstacles to safe and comfortable walking in the area around the school. Participants are typically a group of 6-12 people, including school staff, parents, advocates, and students. Each Audit identifies 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 Dianne Feinstein Elementary School was conducted on Friday April 11, 2025, from 7:50 am – 9:00 am, under partly cloudy skies with moderate temperatures. The walk audit team included 9 people total, including SFMTA staff Jacob Henke and Lauren Hiller, Principal Christina Jung, Safe Routes to School staff Sara Brown, Walk SF staff Malena Mackey Cabada, parents of students, and some comments gathered from SFMTA school crossing guards.

The Walking Route

The walking route was the immediate block perimeter around the school beginning at the school entrance mid-block on 25th Avenue. The walk headed north on 25th Avenue to Ulloa Street, then east on Ulloa Street to 24th Avenue, Left on 24th Avenue south to Vicente Street, then west on Vicente Street to 25th Avenue, and North on 25th returning to the school entrance on 25th Avenue. See the aerial photograph of the walking route below:

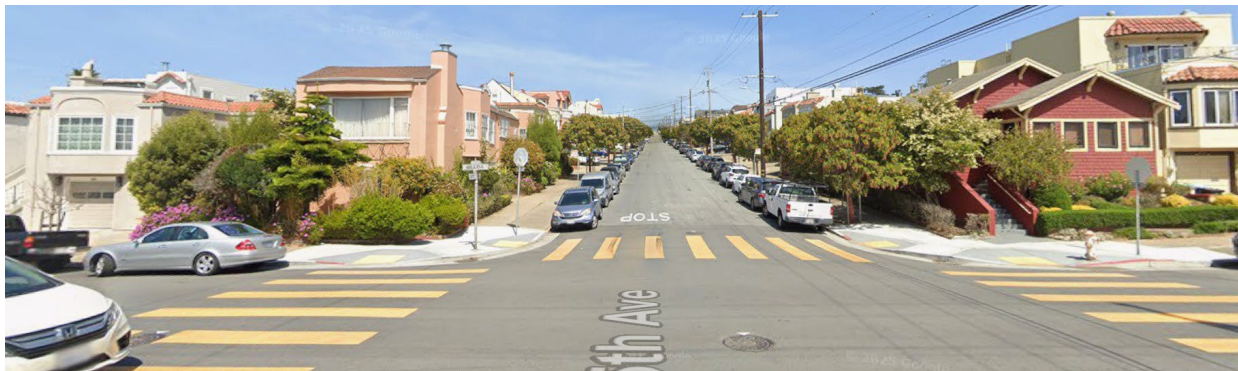


School Area Pedestrian Issues Identified

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:

- Need better visibility at crosswalks
- Drivers making turns often don’t yield to pedestrians
- Vehicles don’t stop behind the crosswalks
- Double parking in the afternoon
- Elderly neighbors and caregivers also walking in area



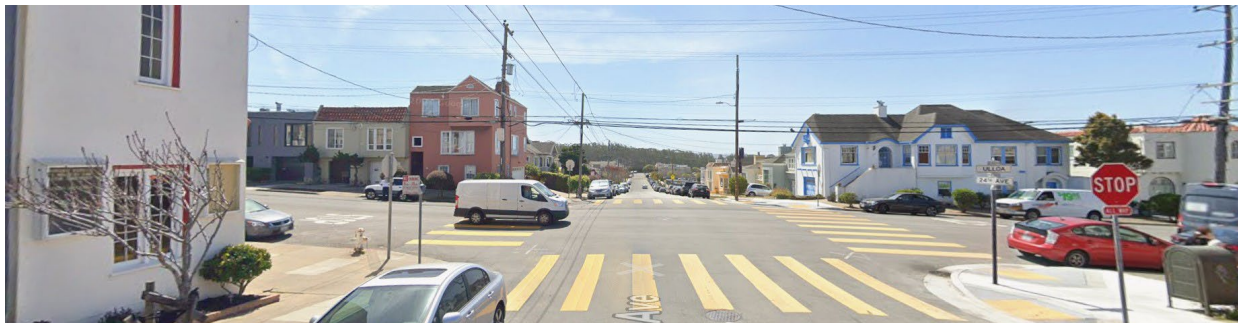
Ulloa Street at 25th Avenue

Near-Term Issues/Concerns:

- Drivers do not obey stop sign
- Faded crosswalk paint
- Vehicles speeding on Ulloa

Long-Term Issues/Concerns:

- Vehicles speeding on Ulloa



Ulloa Street at 24th Avenue

Near-Term Issues/Concerns:

- Drivers do not obey stop signs
- Faded crosswalk paint
- Faded "Stop" road markings
- Vehicles speeding on Ulloa
- Double parking on 24th Street in the afternoon
- Issues with vehicles blocking neighbors' driveways during school pick-up
- No school signage on Ulloa Street

Long-Term Issues/Concerns:

- Vehicles speeding on Ulloa



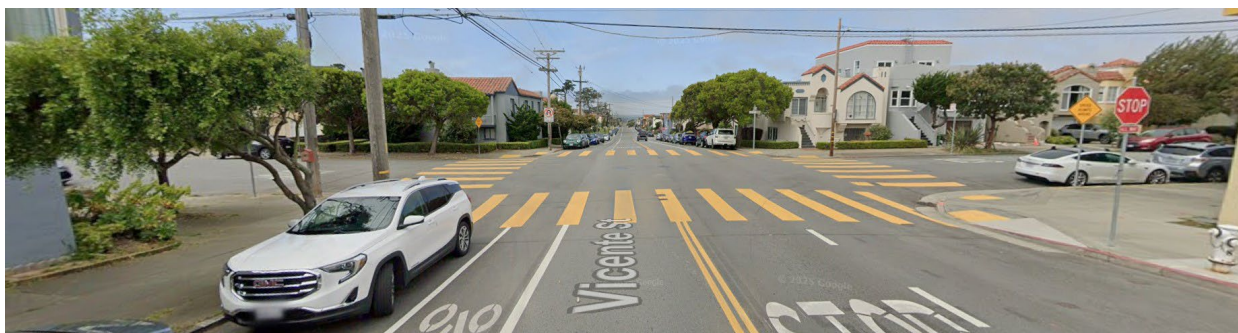
Vicente Street at 24th Avenue

Near-Term Issues/Concerns:

- Drivers do not obey stop signs
- Cars sometimes block the crosswalk during line up for drop-off
- More double parking in the afternoon
- Vehicles speeding
- U-turns in the intersection
- Afternoon Pick-up is less supported than morning drop-off
- Parents tend to be more rushed in the morning drop-off line

Long-Term Issues/Concerns:

- Speeding



Vicente Street at 25th Avenue



Near-Term Issues/Concerns:

- Drivers do not obey stop signs
- Vehicles speeding
- U-turns in the intersection
- Cyclists can get “doored” in Vicente bikeways by parked cars and during drop-off/pick-up
- People driving not respecting or listening to the crossing guard’s direction
- Vehicles encroaching into crosswalk
- Unsafe turns, especially NE corner

Long-Term Issues/Concerns:

- Speeding
- Unsafe turns, especially NE corner

Dianne Feinstein Elementary School Walk Audit Recommendations

General School Area Recommendations:

- Improve visibility at crosswalks by adding Daylighting wherever possible
- Explore turn calming at multiple intersections
- Refresh Crosswalk paint and other road paint where necessary



Ulloa Street at 25th Avenue

Near-Term Recommendations:

- Coordinate with SFMTA Transportation Engineering Operations to review adding advance stop bars at stop signs
- Refresh crosswalk paint
- Evaluate adding a speed hump on Ulloa street between 25th Avenue and 26th Avenue

Long-Term Recommendations:

- Evaluate adding curb extensions at all corners

Ulloa Street at 24th Avenue

Near-Term Recommendations:

- Refresh “STOP” road markings
- Refresh Crosswalk Paint as necessary
- Evaluate adding School zone signage on Ulloa between 24th Avenue and 23rd Avenue
- Forward request for PCO enforcement
- Evaluate adding a speed hump on Ulloa Street between 24th Avenue and 23rd Avenue

Long-Term Recommendations:

- Evaluate adding curb extensions at all corners



Vicente Street at 24th Avenue

Near-Term Recommendations:

- Coordinate with SFMTA Transportation Engineering Operations to review improving stop sign visibility and compliance
- Forward request for PCO enforcement
- Share feedback about need for support at drop-off and pick-up with safe routes to school team
- Evaluate a speed hump on Vicente between 24th and 23rd Avenue
- Evaluate a speed hump on 24th Avenue between Ulloa Street and Vicente streets

Long-Term Recommendations:

- Evaluate adding curb extensions at all corners

Vicente Street at 25th Avenue

Near-Term Recommendations:

- Coordinate with SFMTA Transportation Engineering Operations to review improving stop sign visibility and compliance
- Evaluate signage or other treatments to increase visibility of cyclists in the bike lane
- Evaluate turn calming or adding painted Safety zones at NE corner
- Evaluate a speed hump on Vicente between 25th and 26th Avenue

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 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.

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>	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
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.