

Argonne Elementary School

Walk Audit Report

Walk Audit held April 18, 2025

Acknowledgements:

Thanks to Argonne Elementary PTO Co-Chairs Parker Austin and Carrie Russel for helping to assemble the walk audit group, SFMTA Staff Jeff Banks, District 1 Legislative aide Angelina Yu, and the Argonne Elementary parents that joined the walk. Six 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.

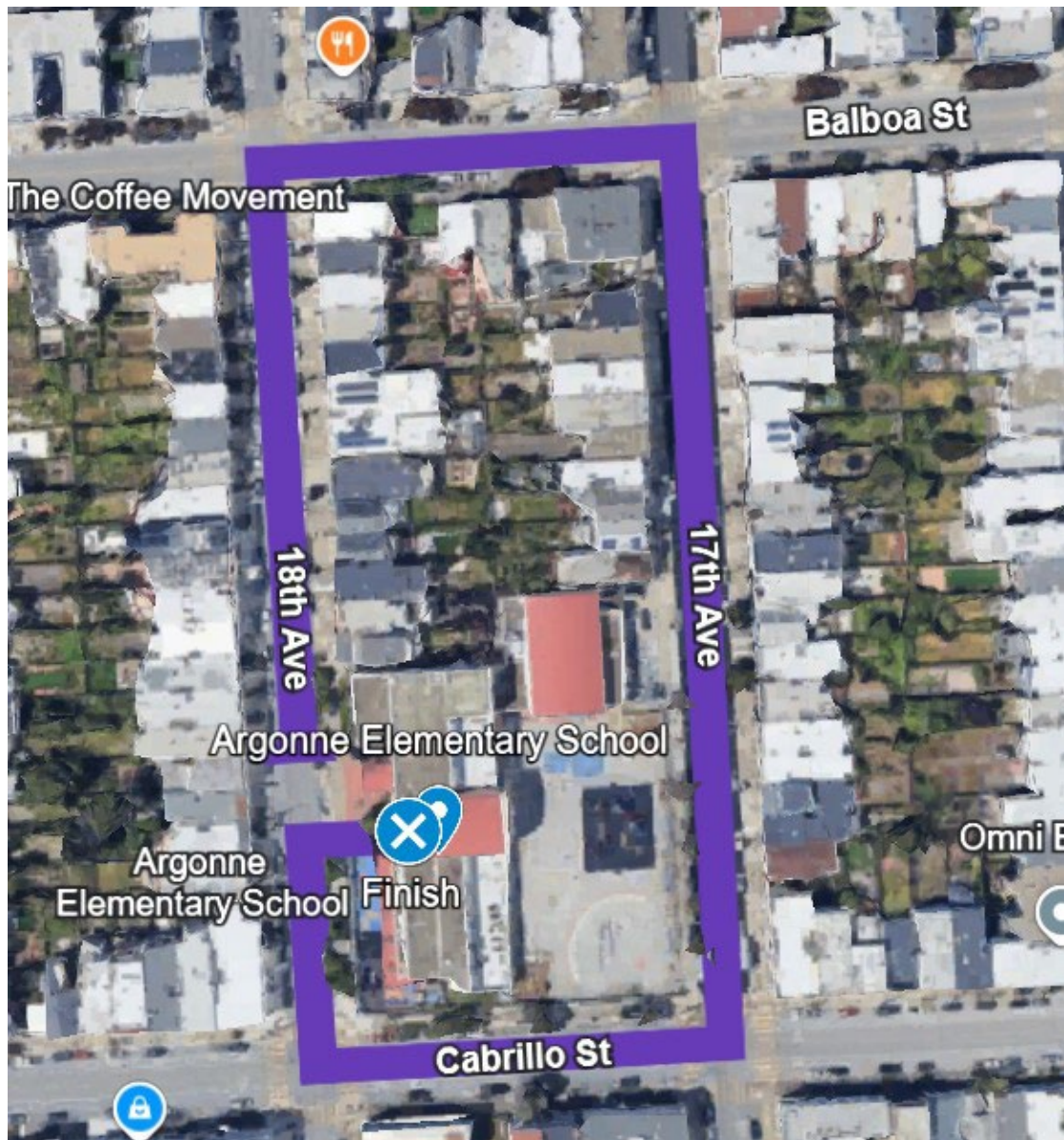
A "Walking Audit" is an organized group walking tour (45 minutes to an hour) of each school area to identify and address obstacles to safe and comfortable walking in the area around the school. Participants are typically a group of 6-12 people, including school staff, parents, advocates, and students. 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 Argonne Elementary School was conducted on Friday April 18, 2025, from 7:50 am – 9:00 am, under partly cloudy skies with moderate temperatures. The walk audit team included 6 people total, including SFMTA staff Jacob Henke and Jeff Banks, District 1 Legislative aide Angelina Yu, Erin Brigham, Julian Mitton, Calvin Thigpen, with additional 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 18th Avenue. The walk headed north on 18th Avenue to Balboa Street, right on Balboa Street east to 17th Avenue, right on 17th Avenue south to Cabrillo Street, left on Cabrillo Street west to 18th Avenue, and right on 18th heading north returning to the school entrance on 18th 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
- Creating a video or picture guide of how to ‘stop drop and go’ could be helpful to re-enforce the rules of the program
- More School zone Signage or road markings
- Desire for increased loading space on 17th and 18th streets, there are predictable times of day when there is a long line of double-parked vehicles (1:30 to 2:15 pm most days except Wednesdays)

Balboa Street at 18th Avenue

Near-Term Issues/Concerns:

- Drivers do not obey stop signs
- Kindergarten pick-up zone is inadequate in length to accommodate level of use
- Faded crosswalk paint
- Double parking on 18th Avenue resulting from inadequate loading zone
- SB stop sign obscured by foliage

Long-Term Issues/Concerns:

- Speeding



Balboa Street at 17th Avenue

Near-Term Issues/Concerns:

- Drivers do not obey stop signs
- Faded crosswalk paint
- Faded “Stop” road markings on Balboa between 16th and 17th Avenues

- Double parking on 17th Street in the afternoon
- Cars park in front of bus shelter on Balboa Street

Long-Term Issues/Concerns:

- None Discussed



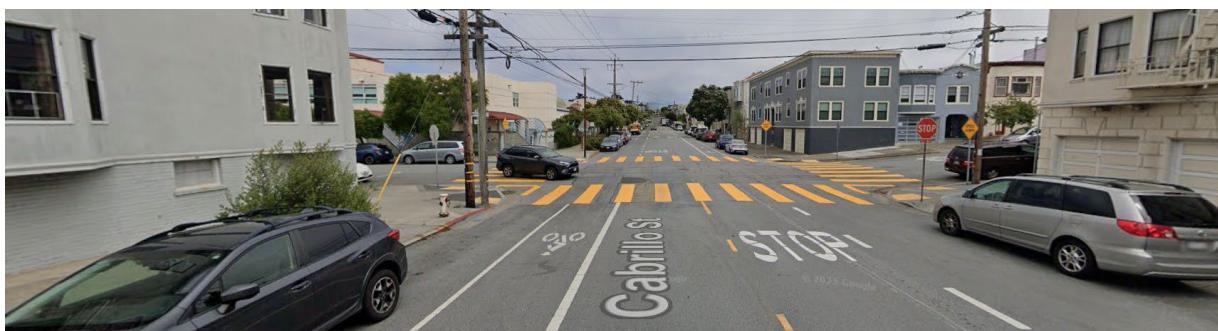
Cabrillo Street at 17th Avenue

Near-Term Issues/Concerns:

- Drivers do not obey stop signs
- Faded crosswalks (Already have been refreshed after walk audit)
- Speeding on Cabrillo
- Double parking on 17th Avenue
- Cyclists can get "doored" in Cabrillo bikeways by parked cars and during drop-off/pick-up
- Drivers cut corners when making turns
- Inadequate passenger loading zone on 17th Avenue
- People park in daylighting zone approaching the intersection

Long-Term Issues/Concerns:

- Speeding and noncompliance with stop signs and crosswalk markings
- Desire to make 17th a one-way street during drop off hours



Cabrillo Street at 18th Avenue

Near-Term Issues/Concerns:

- Drivers do not obey stop signs
- Faded crosswalks (Already have been refreshed after walk audit)
- Vehicles speeding to reach light at Fulton

- Cyclists can get “doored” in Cabrillo bikeways by parked cars and during drop-off/pick-up
- Vehicles encroaching into crosswalk
- Unsafe turns
- Double parking on 18th Avenue

Long-Term Issues/Concerns:

- Speeding
- Unsafe turns

Argonne Elementary School Walk Audit Recommendations

General School Area Recommendations:

- Improve visibility at crosswalks by adding Daylighting wherever possible
- Explore turn calming at multiple intersections, including painted safety zones and flexible posts
- Refresh Crosswalk paint and other road paint where necessary
- Coordinate with engineers to evaluate school loading zones on 18th and 17th Avenues



Balboa Street at 18th Avenue

Near-Term Recommendations:

- Refresh crosswalk paint
- Increase size of stop signs on East/ West approaches for visibility
- Evaluate PSZ at northeast corner
- Stop sign blocked by foliage reported to 311
- Coordinate with SFMTA Transportation Engineering Operations to review school loading zone on 18th avenue
- Evaluate adding a speed hump on Balboa Street between 18th and 17th Avenues

Long-Term Recommendations:

- Evaluate adding curb extensions at all corners

Balboa Street at 17th Avenue

Near-Term Recommendations:

- Coordinate with Transit Division to confirm if parking restrictions are accurate at bus stop shelter
- Refresh Crosswalk Paint and yellow SCHOOL AHEAD roadway markings on Balboa between 16th and 17th
- Coordinate with SFMTA Transportation Engineering Operations to review school loading zone on 17th
- Forward request for short-term targeted parking enforcement

Long-Term Recommendations:

- Evaluate adding curb extensions at all corners



Cabrillo Street at 17th Avenue

Near-Term Recommendations:

- Forward request for short-term targeted parking enforcement
- Advise school on applying for more crossing guard support
- Forward request for bike parking in daylighting zone to bike parking team
- Evaluate adding painted safety zones on all corners
- Refresh paint on existing speed hump on Cabrillo between 17th and 18th Avenues
- Paint Slow School Crossing legends on Cabrillo East of 17th Avenue and west of 18th Avenue
- Evaluate adding a speed hump on Cabrillo between 17th and 16th Avenues

Long-Term Recommendations:

- Evaluate adding curb extensions at all corners
- Evaluate adding a concrete median island in middle of eastern crosswalk on Cabrillo

Cabrillo Street at 18th Avenue

Near-Term Recommendations:

- Refresh "STOP" road markings North stop sign on 18th Avenue
- 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 for speed humps on Cabrillo between 18th and 19th avenues

**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 Traffic Calming 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 Traffic Calming 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

Projected Timeline	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.