

César Chávez Elementary School

Walk Audit Report

Walk Audit held March 20, 2025

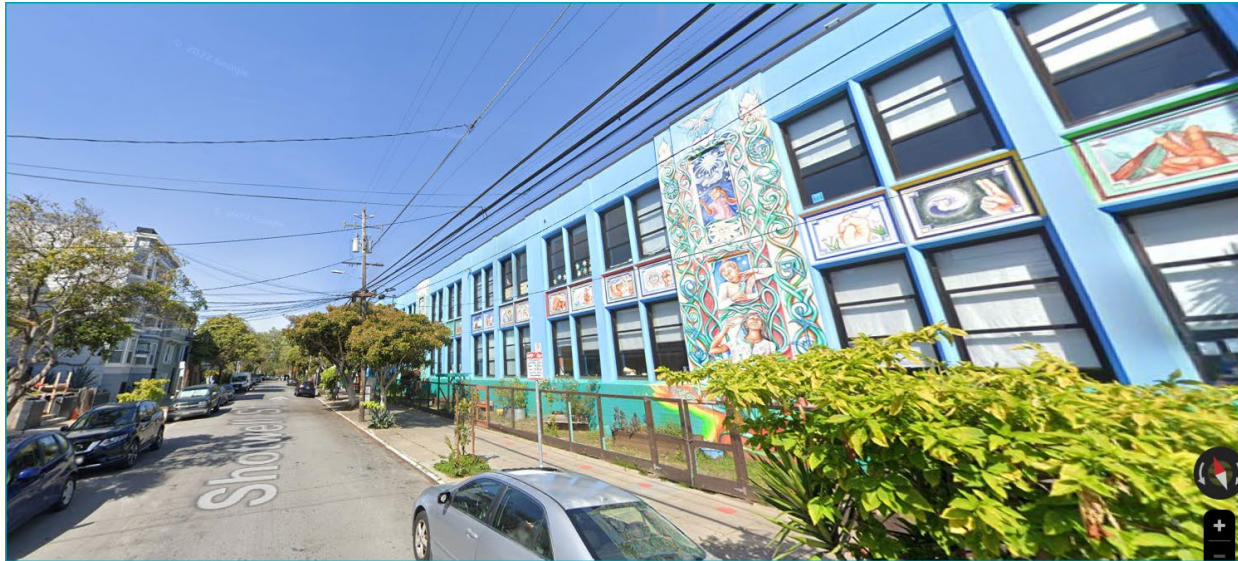
Acknowledgements:

Thanks to Principal Sandy Dowdle for her help in recruiting a walk team. Thanks also to Facilities Manager Rafa Nunez, and Family and Community Liaison Sandy Lopez-Aguirre for their participation in our Walk Audit. Those invited but unable to join the walk are welcome to comment on recommendations for traffic safety around the school, including SFUSD Transportation coordinator Samantha Kwan, WalkSF and SF Bike Coalition staff, SFMTA Safe Routes to School staff, and District 9 Board of Supervisor staff. Four people in total participated in the Walk Audit including two students.

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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 the School Traffic Calming and Safe Routes to School Programs. The SFMTA also supports school safety with the School Area Engineering Operations and Safe Routes to School (non-infrastructure) Program.

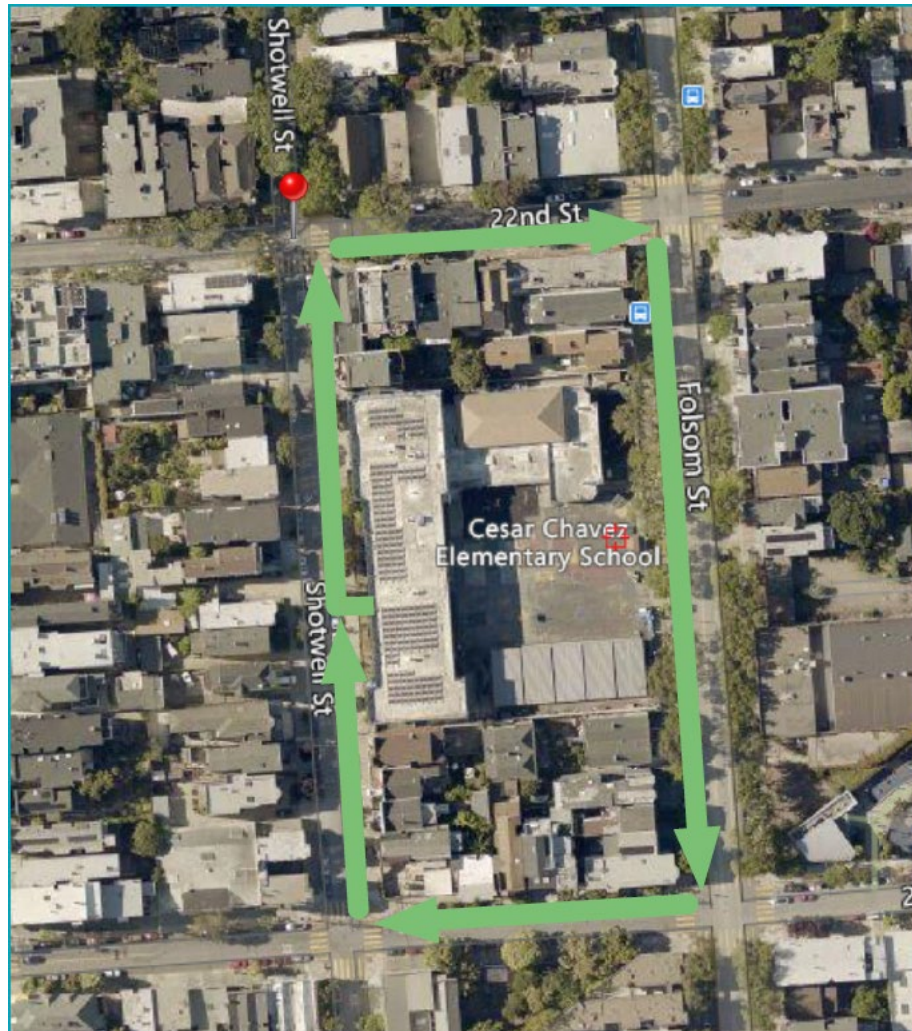
A "Walking Audit" is an organized group walking tour of each school area in order to identify and address obstacles to safe and comfortable walking in the area around the school. Participants are typically a group of 6-12 people, including school staff, parents, advocates, and students. Each Audit identifies 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. 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 César Chávez Elementary School was conducted on Thursday March 20, from 9:00 – 11:00 am, under clear skies with moderate temperatures. César Chávez Principal Lisa Dowdle recruited two school staff persons for a small walk team that included César Chávez Facilities Manager Rafa Nunez and Community Coordinator Sandy Lopez-Aguirre. Four people in total participated in the Audit.

The Walking Route

Beginning at the front door of César Chávez Elementary, the walk route included streets directly adjacent to the school from Shotwell Street north to 22nd Street, then east to Folsom Street and south to 23rd Street, then west to Shotwell Street and returning to school entrance. 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
- Vehicles make U-turns in middle of Folsom Street
- Line 12 Folsom does not run frequently enough causing families waiting at stop for long periods of time
- Heavy traffic on Folsom during peak hours makes pedestrian crossing street difficult
- School loading zone on Folsom Street has faded curb paint
- Roadway striping and curb paint are faded



Shotwell Street at 22nd Street

Near-Term Issues/Concerns:

- Curb ramp at SE corner is broken and in need of repair
- Passenger loading zone on Shotwell is often double-parked
- Need better visibility at crosswalks

- Vehicles don't stop behind the crosswalks
- Road paint needs to be refreshed

Long-Term Issues/Concerns:

- Improve crossing experience for pedestrians



Folsom Street at 22nd Street

Near-Term Issues/Concerns:

- Heaviest pedestrian traffic intersection
- Folsom has heavy traffic during peak hours making it difficult for pedestrians to cross
- Vehicle volumes on Folsom complicate bus loading zone; buses can't pull back into traffic leaving gaps where children sometimes walk
- Vehicles encroach upon the crosswalks
- Foliage is obscuring passenger and bus loading signs

Long-Term Issues/Concerns:

- Shorten pedestrian crossing distances

Folsom Street at 23rd Street

Near-Term Issues/Concerns:

- History of bicycle collisions at this intersection
- Visibility of crosswalks obscured by parked vehicles
- Roadway striping and curb paint is faded
- Signal timing makes it challenging to cross high volume street
- Cars often don't stop behind the crosswalks
- Visibility of crosswalks obscured by parked vehicles

Long-Term Issues/Concerns:

- Shorten crossing distances for pedestrians



23rd Street at Shotwell Street

Near-Term Issues/Concerns:

- Slow Street treatments are getting knocked down
- Visibility of crosswalks obscured by parked vehicles
- School requests a crossing guard for this intersection
- Vehicles don't stop behind the crosswalks
- Roadway striping and curb paint are faded

Long-Term Issues/Concerns:

- Shorten pedestrian crossing distances

César Chávez School Walk Audit Recommendations

General School Area Recommendations:

- Review school loading and bus zones on Shotwell and Folsom to ensure they are accommodating current school schedule
- Improve visibility at crosswalks by adding Daylighting wherever possible
- Modify signal timing where needed
- Line 12 Folsom – request Muni increase peak frequency to accommodate high numbers of families waiting at Folsom stop
- Improve visibility of school speed limit signs
- César Chávez School to notify parents to cross Folsom at marked crosswalks
- Short-term targeted enforcement of drop-off / pick-up zone on Shotwell and Folsom

Shotwell Street at 22nd Street

Near-Term Recommendations:

- Review passenger loading and bus zones to alleviate congestion and double parking on Shotwell Street during morning drop-off and afternoon pick-up time
- Repair curb ramp at SE corner – sent request to Public Works (311)
- Request short term enforcement of passenger loading zone (PCO)
- Paint Slow School Crossing legends
- Make Slow Street elements more durable with improved signage and planters
- Daylight approaches to crosswalks where needed
- Confirm there is a crossing guard for this intersection
- Refresh all roadway paint

Long-Term Recommendations:

- Add curb extensions at all corners
- Make Slow Street elements more durable with concrete

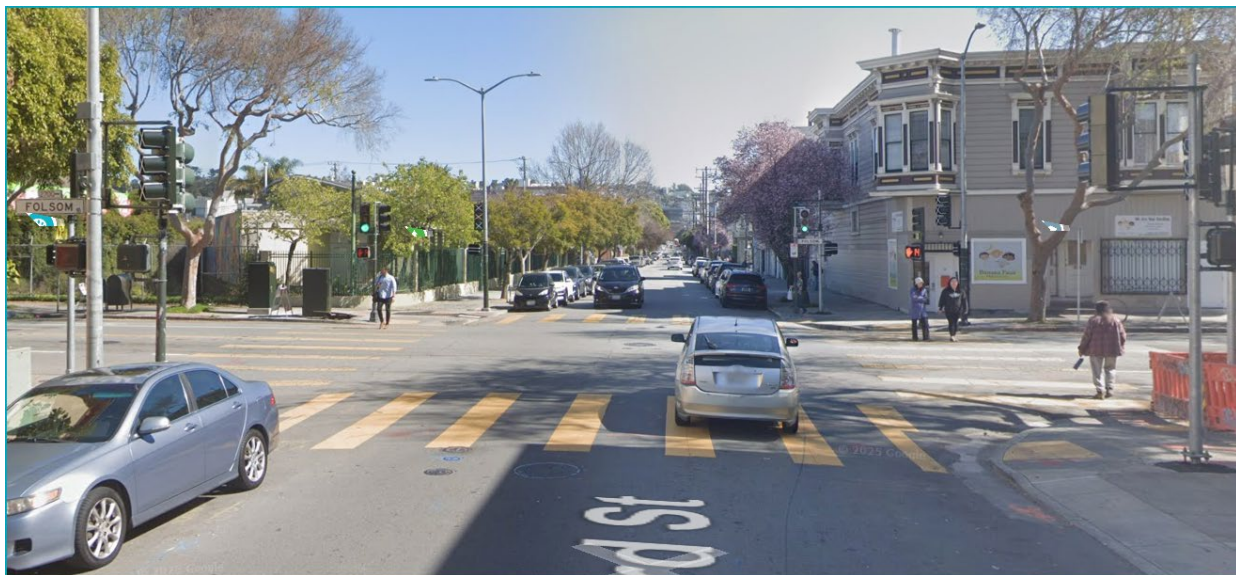
22nd Street at Folsom Street

Near-Term Recommendations:

- Refresh all roadway and curb paint where needed
- Confirm signal has lead pedestrian interval (LPI) and 3.0 walk speed
- Request Muni review increasing peak frequency of 12 Line to address numbers of families waiting at stop
- Request short term targeted parking enforcement on Folsom to discourage double parking
- Daylight approaches to crosswalks where needed
- Review bus passenger loading zone Folsom Street for consistency with school drop-off and pick-up schedule
- Refer to SFPW Bureau of Urban Forestry to trim foliage away from signs - referred

Long-Term Recommendations:

- Evaluate potential for painted or concrete median islands on Folsom approaching 22nd Street
- Add bulb outs or PSZs (painted safety zones) to increase visible range



Folsom Street at 23rd Street

Near-Term Recommendations:

- Improve visibility at crosswalks by adding Daylighting
- Confirm signal has lead pedestrian interval (LPI) and 3.0 walk speed at minimum
- Evaluate intersection for opportunities to improve bicyclist safety
- Review possible painted or concrete median islands on Folsom approaching 23rd St
- Evaluate for painted safety zones (PSZs) to increase visible range

Long-Term Recommendations:

- Evaluate for concrete median islands on Folsom approaching 23rd St
- Add corner bulb outs to increase visible range



23rd Street at Shotwell Street

Near-Term Recommendations:

- Improve visibility at crosswalks by adding Daylighting
- Request short-term targeted parking enforcement at passenger loading zone on Shotwell Street
- Request crossing guard for this intersection
- Refresh all roadway striping and curb paint

Long-Term Recommendations:

- Add corner bulb outs to shorten crossing distance
- Make Slow Street elements more durable with concrete islands and improved signage

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 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 3-4 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.