

Monroe Elementary School

Walk Audit Report

Walk Audit held April 23, 2025

Acknowledgements:

Thanks to Principal Telmo Vasquez and Assistant Principal Karen Francois at Monroe Elementary School for their help in recruiting a walk team. Thanks also to School Site Support staff Sabrina Peters, Community Liaison Laura Padilla, Safe Routes to Schools coordinator Adrian Cardenas, Excelsior Clubhouse Director Michael Gomez, one parent and student, and District 11 Supervisor Chyanne Chen and aide Charlie Sciammas, all of whom joined our walk. Twelve people in total 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. 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 Monroe Elementary School was conducted on Wednesday, April 23, from 8:00 am – 9:30 am, under partial cloud cover and moderate temperatures. Principal Telmo Vasquez and Assistant Principal Karen Francois recruited a school walk team including Community Liaison Laura Padilla, School Site Support staff Sabrina Peters, Excelsior Clubhouse Director Michael Gomez and two parents. District 11 Supervisor Chyanne Chen and her aide Charlie Sciammas, Safe Routes to Schools coordinator staff Adrian Cardenas, and two SFMTA staff people also joined our walk. Those invited but unable to attend our walk were invited to share comments for inclusion in the final report. Twelve people in total participated in the Audit.

The Walking Route

Beginning at the entrance to Monroe Elementary School on Madrid Street, our walk route proceeded south on Madrid Street to Excelsior Avenue, west to Lisbon Street, south to Brazil Avenue, east to Madrid Street, north to Excelsior Avenue, west again to Lisbon Street and north to Avalon Avenue. See the aerial photographs of the walking route below:

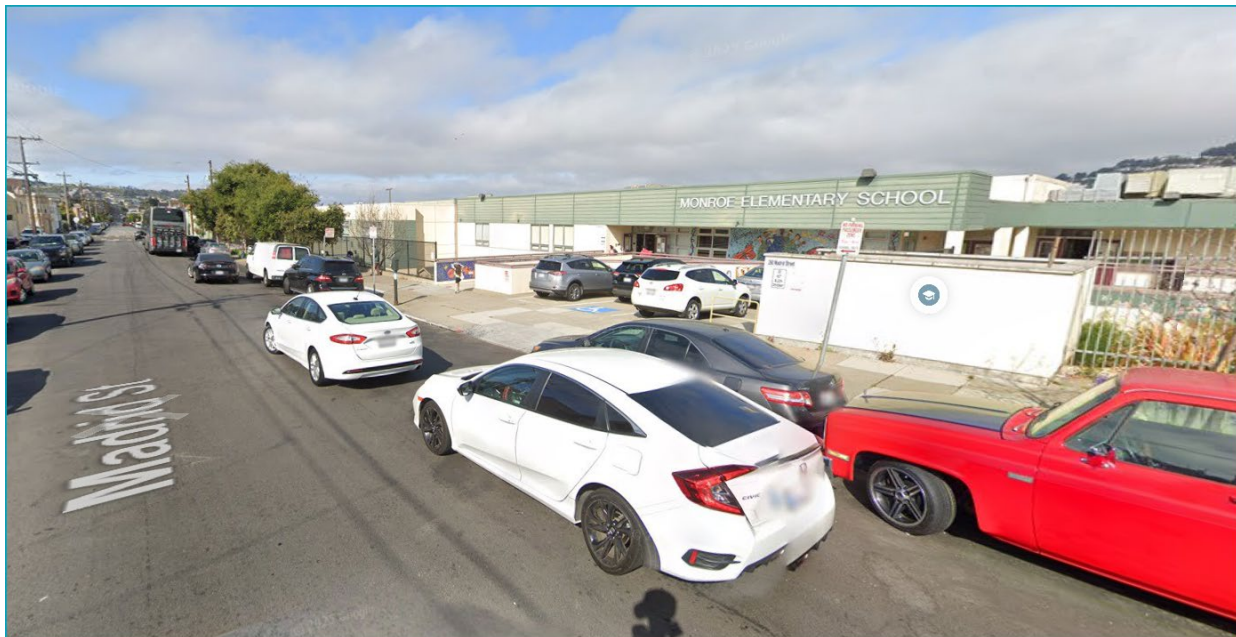


School Area Pedestrian Issues Identified

Participants were given note sheets with an introduction to School Walk Audits 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 reviewed and 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:

- Passenger loading zones on Madrid and Lisbon are not accommodating current levels of drop-off and pick-up, leading to queuing, unsafe driving practices and double parking
- People are parking their cars on sidewalks obstructing pedestrians
- Need better visibility at crosswalks
- Informal loading zone is occurring on Excelsior, between Madrid and Lisbon
- Vehicles don't stop behind the crosswalks



Madrid Street at Excelsior Avenue

Near-Term Issues/Concerns:

- Passenger loading zone on Madrid Street is not accommodating current levels of drop-off and pick-up, leading to queuing, unsafe driving practices and double-parked cars
- People are using Excelsior Avenue, between Madrid Street and Lisbon Street, as an informal drop-off zone, leading to unsafe loading practices
- Number of speed hump signs on Madrid Street, Excelsior Avenue to Avalon Street, may not be adequate

- Vehicles don't stop behind the crosswalks
- School Zone 15 MPH signs not adequate
- People are driving too fast
- Roadway striping and curb paint are faded

Long-Term Issues/Concerns:

- Improve crossing experience for pedestrians



Excelsior Avenue at Lisbon Street

Near-Term Issues/Concerns:

- Passenger and bus loading zones on Lisbon Street are not accommodating current levels of drop-off and pick-up, leading to long queuing to next block south, cars blocking crosswalks and double-parking
- Drivers are speeding on Excelsior Avenue and on Lisbon Street
- Vehicles don't stop behind the crosswalks
- People are parking on sidewalks
- People are parking in passenger loading zone
- Roadway striping and curb paint are faded

Long-Term Issues/Concerns:

- Improve pedestrian crossing experience

Lisbon Street at Brazil Avenue

Near-Term Issues/Concerns:

- Crosswalks are not marked though curb ramps are new
- School Zone 15 MPH signs not adequate

- Visibility of crosswalks obscured by parked vehicles
- Cars often don't stop behind the crosswalks
- Roadway striping and curb paint are faded

Long-Term Issues/Concerns:

- Shorten crossing distances for pedestrians



Brazil Avenue at Madrid Street

Near-Term Issues/Concerns:

- Crosswalks are not marked though curb ramps are new
- Drivers often don't yield to pedestrians
- Vehicles take turns too fast
- Visibility of crosswalks obscured by parked vehicles

Long-Term Issues/Concerns:

- Shorten crossing distances for pedestrians

Madrid Street at Avalon Avenue

Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- Refresh all roadway paint

Long-Term Recommendations:

- Shorten crossing distances for pedestrians



Avalon Avenue at Lisbon Street

Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- Roadway striping and curb paint are faded – including turning guide-line in intersection
- Cars are driving too fast

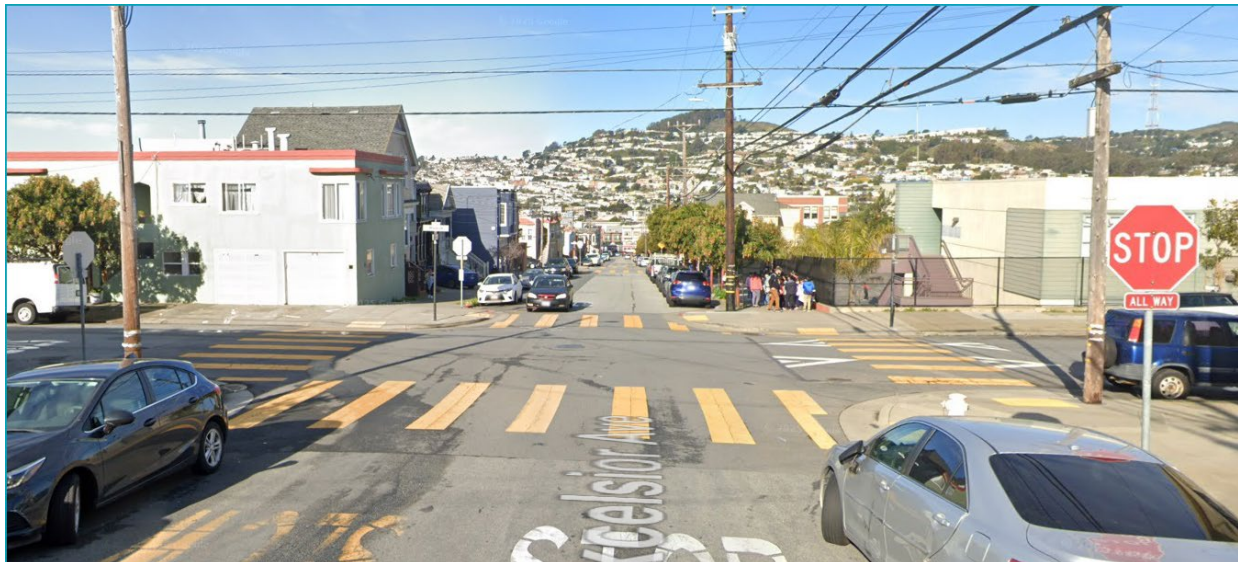
Long-Term Recommendations:

- Shorten pedestrian crossing distances

Monroe Elementary School Walk Audit Recommendations

General School Area Recommendations:

- Review school passenger and bus loading zones on Madrid Street and Lisbon Street to alleviate queuing and double-parking during morning drop-off and afternoon pick-up time and ensure loading zones are accommodating current volumes
- Refer to SFMTA Enforcement for short-term targeted enforcement of loading zones and parking on sidewalks
- Add Slow School Crossing legends where feasible
- Refresh roadway striping and curb paint where needed
- Improve visibility at crosswalks by adding Daylighting wherever possible



Madrid Street at Excelsior Avenue

Near-Term Recommendations:

- Review school passenger loading zone on Madrid Street to alleviate queuing and double-parking during morning drop-off and afternoon pick-up time and ensure loading zones are accommodating current volumes
- Review informal drop-off zone on Excelsior Avenue to discourage its' continued use
- Request short term enforcement (PCO) during morning pick-up and afternoon drop-off
- Add two speed tables on Madrid Street, between Excelsior Avenue and Avalon Avenue
- Add one speed table on Excelsior Avenue, between Madrid Street and Lisbon Street
- Add one speed table on Excelsior Avenue, between Madrid Street and Edinburgh Street
- Review for adequate number of Speed Hump signs
- Refresh roadway striping and curb paint where needed
- Paint Slow School Crossing legends

- Daylight approaches to crosswalks where needed

Long-Term Recommendations:

- Add corner curb extensions at eastern corners

Lisbon Street at Excelsior Avenue

Near-Term Recommendations:

- Review school passenger and bus loading zones on Lisbon to alleviate queuing and double-parking during morning drop-off and afternoon pick-up time and ensure loading zones are accommodating current volumes
 - Review extending white zones to 5:00 to align with middle school’s schedule
- Add speed tables on Excelsior, between Madrid Street and Lisbon Street, and between Madrid Street and Edinburgh Street
- Request short-term targeted parking enforcement (SFMTA Parking Control) to facilitate drop-off and pick-up, and to discourage informal drop-off zone on Excelsior and parking on sidewalks
- Daylight approaches to crosswalks where needed

Long-Term Recommendations:

- Add curb extensions at all corners



Lisbon Street at Brazil Avenue

Near-Term Recommendations:

- Paint new yellow continental crosswalks
- Review school signage on Lisbon Street
- Refresh roadway striping and curb paint where needed
- Daylight approaches to crosswalks where needed

Long-Term Recommendations:

- Add corner curb extensions

Brazil Avenue at Madrid Street

Near-Term Recommendations:

- Add two speed tables on Madrid Street, between Brazil Avenue and Excelsior Avenue
- Paint new yellow continental crosswalks
- Review school signage on Madrid Street, between Brazil Avenue to Excelsior Avenue
- Improve visibility at crosswalks by adding Daylighting
- Refresh all roadway striping and curb paint where needed

Long-Term Recommendations:

- Add corner curb extensions to shorten crossing distance



Madrid Street at Avalon Avenue

Near-Term Recommendations:

- Add two speed tables on Madrid Street, between Excelsior Avenue and Avalon Avenue
- Improve visibility at crosswalks by adding Daylighting
- Request short-term targeted parking enforcement of loading zones
- Refresh all roadway paint

Long-Term Recommendations:

- Add corner curb extensions

Avalon Avenue at Lisbon Street

Near-Term Recommendations:

- Improve visibility at crosswalks by adding Daylighting
- Request short-term targeted parking enforcement of school loading zone



- Request crossing guard for this intersection
- Refresh roadway paint, including intersection guide-line striping

Long-Term Recommendations:

- Add corner curb extensions

Persia Avenue at Madrid Street

- Review intersection for a 4-way Stop control - complete

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 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

<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.