

Alvarado Elementary School

Walk Audit Report

Walk Audit held April 9, 2025

Acknowledgements:

Thanks to Principal Michelle Sundby and Assistant Principal Amy Youngs at Alvarado Elementary School for their help in recruiting a walk team. SFUSD Family Liaison / Student Advisor Heriberto Castellanos, Safe Routes to Schools staff Kenny Kruse and Sara Brown, Alvarado PTA president, District 8 Supervisor Rafael Mandelman and his aide Brad Phelps, two SFMTA staff, two SFMTA crossing Guards, and one neighbor joined our walk. 13 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 also includes School Area Engineering and Safe Routes to School Projects.

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 Alvarado Elementary School was conducted on Wednesday, April 9, from 7:40 am – 9:00 am, under clear skies with moderate temperatures. Principal Michelle Sundby and Assistant Principal Amy Youngs recruited a school walk team including SFUSD Family Liaison / Student Advisor Heriberto Castellan, Alvarado PTA president, two SFMTA crossing Guards, and one neighbor. We were also joined by District 8 Supervisor Rafael Mandelman and his aide Brad Phelps, Safe Routes to Schools staff Kenny Kruse and Sara Brown, and two SFMTA staff. SFUSD Transportation Staff Samantha Kwan and WalkSF staff were unable to attend but were invited to share comments for inclusion in the final report. Thirteen people in total participated in the Audit.

The Walking Route

Beginning at the front door of Alvarado Elementary School on Douglass Street, the walk route proceeded north to 22nd Street, east to Eureka Street, south to 23rd Street and north again to the school entrance on Douglass Street. 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:

- Vehicles don't stop behind the crosswalks
- School and bus loading zones on 22nd Street and Douglass Street are not accommodating current levels of drop-off and pick-up, leading to unsafe driving practices and double parking
- Parents leaving cars unattended blocking the lane of traffic on Eureka Street
- Drivers are speeding around drop-off lines
- Drivers are not complying with Stop signs
- Double parking is occurring on all blocks adjacent to the school
- There are many students who use wheelchairs or other mobility devices
 - Blue accessible parking zones are not adequate to demand
- Bus zone on 22nd Street is heavily used; approximately 20% of student population relies on SFUSD busses
- Visibility at crosswalks is obstructed by parked vehicles

Douglass Street at 22nd Street

Near-Term Issues/Concerns:

- Passenger and bus loading zones on 22nd Street are not accommodating current levels of drop-off and pick-up, leading to double parking, unsafe driving and loading practices
- Drivers are parking on northside of 22nd Street, opposite loading zone, with some children crossing midblock to school
- Drivers are making U-turns in intersection
- Need better visibility at crosswalks
- Drivers are speeding on Douglass Street and 22nd Street
- Bike racks are insufficient on 22nd Street fronting school
- Roadway striping and curb paint are faded

Long-Term Issues/Concerns:

- Shorten crossing distance for people walking



22nd Street at Eureka Street

Near-Term Issues/Concerns:

- Passenger and bus loading zone on 22nd Street is not accommodating current levels of drop-off and pick-up, leading to unsafe driving practices and drop-offs / pick-ups
- Drivers are speeding on 22nd Street and Eureka Street
- Drivers are double parking on Eureka Street
- Vehicles encroach upon crosswalks
- Signs are obscured by foliage
- Bike racks lacking on Eureka Street - installed May 2025

Long-Term Issues/Concerns:

- Shorten crossing distances

Eureka Street at 23rd Street

Near-Term Issues/Concerns:

- Visibility of crosswalks obscured by parked vehicles
- Cars often don't stop behind the crosswalks
- WB drivers are not complying with Stop control
- Foliage is obscuring signs
- Pedestrians need improved visibility here

Long-Term Issues/Concerns:

- Shorten crossing distances for pedestrians



23rd Street Avenue at Douglass Street

Near-Term Issues/Concerns:

- Drivers often don't yield to pedestrians
- Roadway striping and curb paint are faded
- Cars drive fast along 23rd Street and Douglass Street
- Cars are double-parking on Douglass Street

Long-Term Issues/Concerns:

- Shorten pedestrian crossing distances

Alvarado Street Avenue at Douglass Street

Near-Term Issues/Concerns:

- Passenger loading zone is insufficient to demand, leading to queuing, crosswalks and curb ramps blocked by parked cars
- Trees and foliage are blocking signs – reported to 311
- Drivers are not complying with Stop signage



- Blue accessible parking zones are not adequate to demand
- Drivers speed downhill on Alvarado Street
- Visibility at crosswalks is obstructed by parked vehicles
- Roadway striping and curb paint are faded

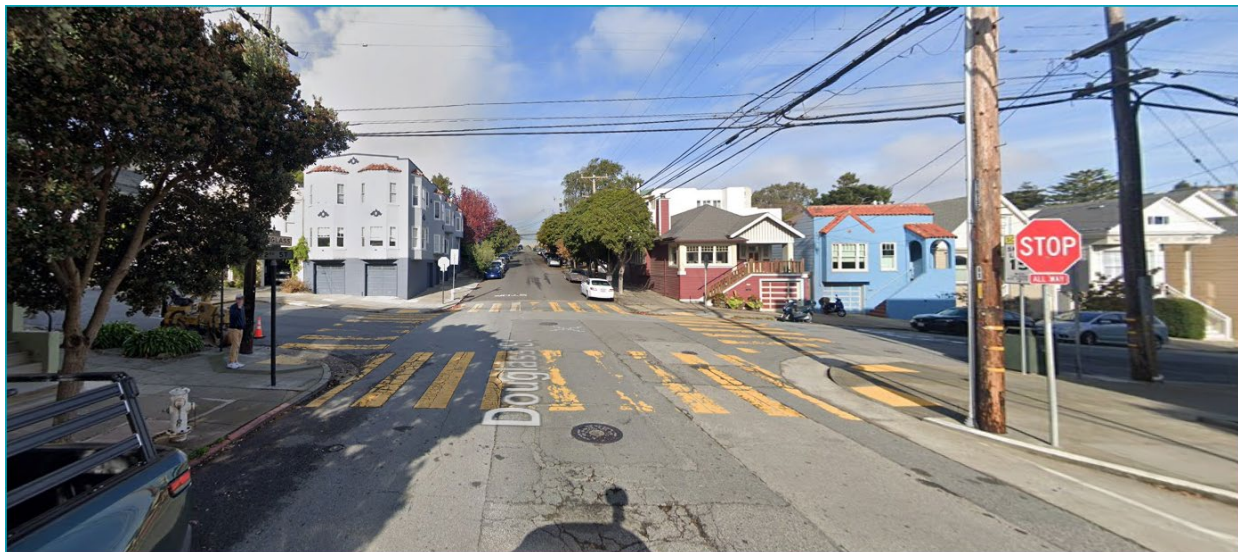
Long-Term Issues/Concerns:

- None

Alvarado Elementary School Walk Audit Recommendations

General School Area Recommendations:

- Review school and bus loading zones on 22nd Street and Douglass Street to reduce queuing, double-parking and discourage unsafe driving
- Refresh roadway striping and curb paint where needed
- Refer to SFMTA Enforcement for short-term targeted enforcement of loading zones
- Improve visibility at crosswalks by adding Daylighting wherever possible
- Discourage speeding vehicles by adding traffic calming where possible
- School would like more bike parking - complete



Douglass Street at 22nd Street

Near-Term Recommendations:

- Review school and bus loading zones on 22nd Street and Douglass Street to reduce queuing, discourage unsafe driving and double-parking
- Add two speed tables on Douglass Street, between 22nd Street and 23rd Street
- Add one speed table on 22nd Street, between Douglass Street and Worth Street
- Request bike racks for 22nd Street fronting northside of school property – complete
- Request short term enforcement (PCO) during morning pick-up and afternoon drop-off
- Refresh roadway striping and curb paint where needed
- Daylight approaches to crosswalks where needed

Long-Term Recommendations:

- Add curb extensions at all corners



22nd Street at Eureka Street

Near-Term Recommendations:

- Review school and bus loading zones on 22nd Street to reduce queuing, discourage unsafe driving and double-parking
- Review possibility of additional passenger loading zone on Eureka Street, between 22nd and 23rd Streets
- Add two speed tables on Eureka Street, between 22nd Street and 23rd Street
- Request short-term targeted parking enforcement of loading zones on 22nd Street
- Daylight approaches to crosswalks where needed
- Request bike racks for Eureka Street fronting east side of school property

Long-Term Recommendations:

- Add curb extensions at marked crosswalk



Eureka Street at 23rd Street

Near-Term Recommendations:

- Refresh roadway striping and curb paint where needed
- Add two speed tables on Eureka Street, between 22nd Street and 23rd Street
- Review possibility of additional passenger loading zone on Eureka Street, between 22nd and 23rd streets
- Request SFPW trim foliage away from signs
- Daylight approaches to crosswalks where needed

Long-Term Recommendations:

- Add corner curb extensions

23rd Street Avenue at Douglass Street

Near-Term Recommendations:

- Review for adequate school warning signage
- Refresh roadway striping and curb paint
- Paint Slow School roadway legends
- Request short-term targeted enforcement
- Improve visibility at crosswalks by adding Daylighting
- Refresh all roadway striping and curb paint where needed

Long-Term Recommendations:

- Add corner curb extensions



Alvarado Street Avenue at Douglass Street

Near-Term Recommendations:

- Review school loading zones on Douglass Street to reduce queuing, discourage unsafe driving and double-parking
- Request short-term targeted enforcement (SFMTA Parking Control)



- Review for additional accessible blue parking zone on Douglass Street
- Add raised crosswalks on north and south legs of Douglass Street at Alvarado Street
- Refer to SFPW to trim foliage away from signs – complete
- Review for adequate school warning signage
- Improve visibility at crosswalks by adding Daylighting
- Refresh all roadway striping and curb paint where needed

Long-Term Recommendations:

- Add corner curb extensions

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.