

Claire Lilienthal Alternative School – Madison Campus

Walk Audit Report

Walk Audit held Thursday, May 8, 3:15 PM

Acknowledgements:

Thanks to Vice-Principal Helen Kyungsun Youn for help recruiting the walk team. Also joining us on the walk were the Community Liaison, two parents, Safe Routes to School representative and District 2 Board of Supervisor staff Lorenzo Rosas. Those who were unable to join our walk, including SFUSD Transportation and WalkSF staff, were invited to comment on the recommendations in this report. 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 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 Claire Lilienthal Alternative School – Madison Campus was conducted on Thursday May 8, from 3:15 – 4:30 pm, under clear skies with moderate temperatures. Claire Lilienthal Vice-Principal Helen Kyungsun Youn recruited one school staff person and two parents for a walk team that also included the school's Community Liaison. District 2 Board of Supervisor Staff Lorenzo Rosas, San Francisco Bicycle Coalition Safe Routes to School staff Adrian Cardenas, and SFMTA staff also participated in the walk. Those unable to attend, included SFUSD Safe Routes to Schools coordinator Samantha Kwan and WalkSF staff person Malena Mackey Cabada, were invited to comment on the recommendations in this report. Six people in total participated in the Walk Audit. All invitees were invited to review this report in draft form and contribute their insights and recommendations before finalized.

The Walking Route

Beginning at the front entrance of Claire Lilienthal – Madison Campus, the walk route included streets directly adjacent to the school from the school entrance on Sacramento Street, west to Arguello Boulevard, then north to Clay Street and east to Cherry Street, then south returning to Sacramento 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:

- Queuing at passenger loading zone extends to next block and causes double parking and midblock U-turns on Sacramento Street
- Roadway striping and curb paint are faded including at school loading zone
- Need better visibility at crosswalks
- Drivers making turns often don’t yield to pedestrians
- Vehicles do not always stop at controlled crosswalks



Sacramento Street at Arguello Boulevard

Near-Term Issues/Concerns:

- Passenger loading zone on Sacramento is often double-parked with queue extending eastward to next block of Sacramento Street and north onto Cherry Street
- Westbound drivers queue at the Sacramento/Arguello signal causing some drivers to make midblock U-turns on Sacramento
- Passenger loading zone conflicts with yellow school bus drop-off and pick-up
- Blue disabled parking zones are not adequate
- Need better visibility at crosswalks

- School wants to improve their 'stop, drop & roll' program to facilitate efficient loading
 - Subsequent to walk audit, school parents organized this program
- Signal timing makes it challenging to cross Arguello Street, which is higher-volume
- Vehicles encroach upon crosswalks
- Road paint needs to be refreshed

Long-Term Issues/Concerns:

- Improve pedestrian crossing experience

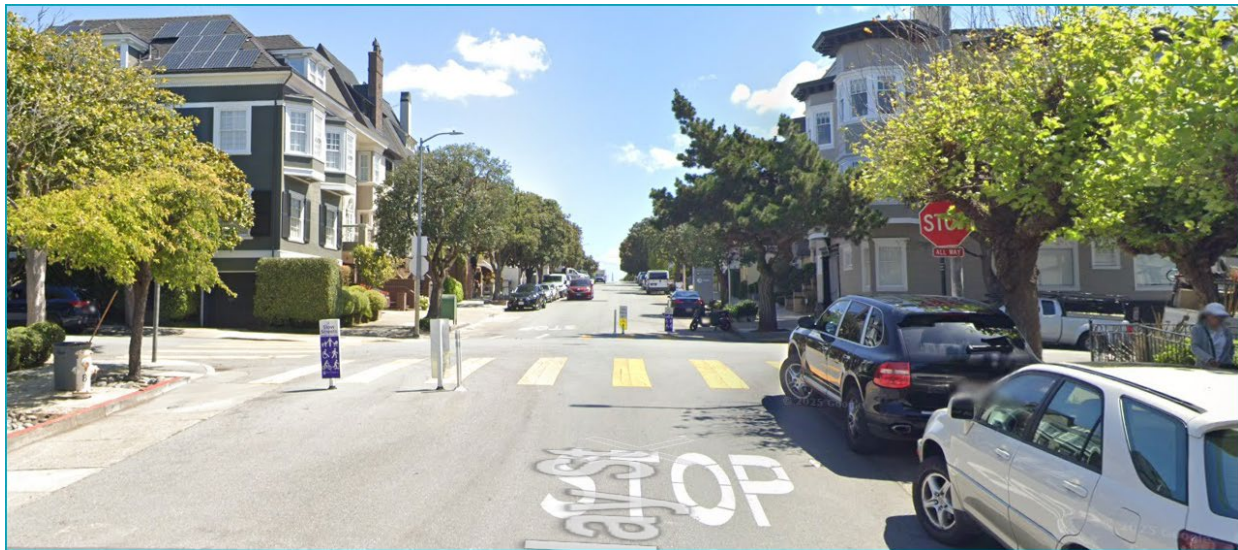
Arguello Boulevard at Clay Street

Near-Term Issues/Concerns:

- Vehicles encroach upon crosswalks
- School Zone 15 MPH signs not adequate
- Roadway striping and curb paint is faded
- Signs are obscured by foliage
- Segway tours turn onto Clay Street at high speeds
- Pick up & drop off at bus loading zone is congested leading to double parking

Long-Term Issues/Concerns:

- Shorten pedestrian crossing distances



Clay Street at Cherry Street

Near-Term Issues/Concerns:

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



- Segway tours turn onto Clay Street at high speeds
- Pick up & drop off at bus loading zone is congested leading to double parking
- Drivers are parking in bus loading zone during drop off/pick up hours
- School signage is missing
- Sidewalk is damaged at NE corner – referred to PW via 311
- Cars double park in front of Slow Street signs – referred to Slow Streets team

Long-Term Issues/Concerns:

- Shorten crossing distances for pedestrians

Cherry Street at Sacramento Street**Near-Term Issues/Concerns:**

- Roadway striping and curb paint are faded
- 33 Bus Stop on Sacramento east of Cherry is used only as a rest stop, can it be decommissioned?
- Visibility of crosswalks obscured by parked vehicles
- School requests a crossing guard for this intersection
- Vehicles don't stop behind the crosswalks

Long-Term Issues/Concerns:

- Shorten pedestrian crossing distances

Claire Lilienthal Alternative School – Madison Campus Walk Audit Recommendations

General School Area Recommendations:

- Review school passenger loading and bus zones on Sacramento and Clay to alleviate congestion and double parking during morning drop-off and afternoon pick-up time and ensure loading zones are accommodating current volumes
- Request short-term targeted enforcement of drop-off / pick-up zones on Sacramento and Clay streets
- Review signal timing for current walk speed standard
- Review number and visibility of school speed limit signs
- Improve visibility at crosswalks by adding Daylighting wherever possible



Sacramento Street at Arguello Boulevard

Near-Term Recommendations:

- Review passenger loading zone (PLZ) on Sacramento – does existing length of white zone accommodate level of use
 - Review reported queuing east beyond Cherry Street
 - Explore extending white curb west to driveway
 - Identify any loading conflicts with yellow school buses
 - Move school loading sign to western end of zone
- Review PLZ for any conflicts with yellow buses
- Review Sacramento Street for additional blue disabled parking zone
- Review Sacramento Street for midblock “No U Turn” sign
- Request short term enforcement of passenger loading zone (PCO) on Sacramento Street
- Paint Slow School Crossing legends
- Daylight approaches to crosswalks where needed
- Confirm there is a crossing guard for this intersection
- Refresh roadway striping and curb paint where needed

Long-Term Recommendations:

- Add curb extensions at all corners
- Make Slow Street elements more durable with concrete islands and improved signage



Arguello Boulevard at Clay Street

Near-Term Recommendations:

- Refresh all roadway and curb paint where needed
- Request short-term targeted enforcement for Clay Street during pick-up/drop-off hours
- Daylight approaches to crosswalks where needed
- Review School Zone 15 MPH signs
- Request PW Bureau of Urban Forestry trim foliage away from signs
- Communicate with Segway Tour business to educate on Slow Street operation
- Add two speed tables on Clay Street, Arguello Boulevard – Cherry Street

Long-Term Recommendations:

- Evaluate potential for partial diverters at Clay Street to reinforce Slow Street
- Add bulb outs or PSZs (painted safety zones) to increase range of visibility

Clay Street at Cherry Street

Near-Term Recommendations:

- Add two speed tables on Clay Street, Arguello Boulevard – Cherry Street
- Review school bus zones loading zone on Clay Street to alleviate congestion and double-parking during morning drop-off and afternoon pick-up time
- Request PW Bureau of Urban Forestry trim foliage away from signs
- Refresh roadway striping and curb paint where needed
- Communicate with Segway Tour business to educate on Slow Street
- Improve visibility at crosswalks by adding Daylighting
- Refer damaged NE sidewalk to SFPW for repair – reported to 311
- Review for adequate school signage
- Refer to Slow Streets team to address parking in front of Slow Streets signs - done
- Request short-term targeted enforcement of school bus loading zone on Clay

Long-Term Recommendations:

- Add corner bulb outs or median islands to increase visible range



Cherry Street at Sacramento Street

Near-Term Recommendations:

- Add one speed table on Cherry Street, between Clay Street and Sacramento Street
- Improve visibility at crosswalks by adding Daylighting
- Request short-term targeted parking enforcement at loading zone
- Request crossing guard review 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 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

<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.