



# Casa Grande/Sonoma Mountain High School SRTS Walk Audit

Monday, June 3, 2024



**In attendance:** Christina Panza (SRTS Director), Bjorn Gripenburg (Active Transportation Planner, City of Petaluma), Sergeant Walt Spiller (Petaluma Police Department), Christina Bridges (Principal), Katie Pisciotta (Assistant Principal), Erika Noone (Assistant Principal), Luis Garcia (Assistant Principal), Mady Cloud (Petaluma City School District Board Trustee), Deb Fox (Cool Petaluma), Scot Wigert (Casa Grande Teacher), Marianne Curtis (parent), Anika Griggs-Yew (senior student), the following students also joined briefly before the walking portion to share concerns/thoughts: Stella Koene, Samantha Reed, Ashley Melton, Marco Novoa

**Route:** Met at school drop-off driveway loop at 333 Casa Grande Drive. Split up into groups to observe drop off at both driveway loop and back parking lot. After observing drop-off, convened and began walk from Casa Grande Drive, to Ely, to Juliet, through the school pathway to Crinella, then back to Casa Grande Drive to the school.

## **Pick up/Drop off:**

Pick-up/drop off occurs in multiple locations at the site. The audit took place on “Senior Ditch Day” so about ¼ of the normal traffic was not present on this morning, therefore it was likely calmer than normal.

Parents drop off students either in the driveway loop in front of the school on Casa Grande Road, as well as at the curb on Casa Grande Road.

Parents also drop off students on Juliet Drive, as well as both Crinella Drive and Ely Blvd. Some parents were observed dropping off students in the student parking lot, although this is discouraged and can cause problems in that lot.

The majority of parents drop off either on Casa Grande Rd. or Juliet Drive.

## School Information:

Address	333 Casa Grande Rd.
Morning Bell(s)	8:30am (zero period 7:30am)
Afternoon Bell(s)	M, T, Th-F: 3:20pm, Wednesday: 2:50pm
Grade levels	9-12
Enrollment	1643
School type	Neighborhood
Student's proximity to school	1643 Geocoded students 867 live within 2 miles of school (53%) 488 live within 1 mile of school (30%) 181 live within ½ mile of school (11%) 24 live within ¼ mile of school (1%)
Participating School in Sonoma County SRTS program?	No
Student Travel Mode info (Sept 2023 student arrival/departure tally data)	Have not collected travel tally data at Casa Grande/Sonoma Mountain High School
Safe Routes to School Non-Infrastructure Programming (2023-24)	n/a

## CONCERNS &/or POTENTIAL SOLUTIONS:

*Please note that all recommendations on the following pages are meant to capture potential solutions to issues or ideas raised during the walk audit. Each of these recommendations are subject to additional design, analysis, outreach, funding, prioritization, and approval by the City of Petaluma and/or Petaluma City School District prior to implementation.*

### Concerns and observations:

#### Driveway Loop in front of School:

- Drivers often do not pull forward to enable traffic to flow better through drop-off loop.
- Students are often dropped off in travel lane rather than at curb.
- Vehicles were observed unsafely passing other vehicles in the drop-off loop.
- It is difficult to see the flashing lights at the protected crosswalk when making a right turn out of the school driveway loop.

#### Casa Grande Road:

- Speeding is a major concern.
- Drivers double park to drop off students on Casa Grande Rd., and students sometimes exit the vehicle from the travel lane
- Drivers make U-turns to head down Casa Grande Rd. toward Ely Blvd, after dropping off students at curb
- The intersection of Casa Grande Rd. and McDowell Blvd. is difficult and unsafe to cross – crossing distances are very long, cars speed and often do not obey pedestrian right of way.
- There is poor visibility when entering and exiting the school driveway because of vehicles parked close to the entrances.
- Road width and number of lanes far exceeds what is necessary for the typical traffic volume of vehicles per day (approximately 6000 vehicles per day).

- The sidewalk along Casa Grande Rd is fairly narrow, and with the vehicles parked at the curb and the fence that borders the field, pedestrians and those who chose to bicycle on the sidewalk are “boxed in” and walking conditions are not pleasant.
- Bicycling does not feel safe due to the above factors. Staff/students would like there to be more separation from cars.
- Participants indicated that they feel safe using the uncontrolled crosswalk in front of the school due to the flashing beacons and refuge island, however, there were some concerns about conflicts with right turning vehicles coming out of the driveway loop.

### **Ely Blvd & Student Parking Lot:**

- Drivers come into the roundabout at Casa Grande & Ely really fast and sometimes do not yield to other drivers (and other road users). Traffic calming measures would be helpful.
- Many students (and other road users) do not know how to properly navigate a roundabout. The student in attendance at the audit mentioned that she doesn’t feel confident in the roundabout, so she slows down so much that other drivers often honk at her.
- Speeding is a major concern – people drive down Ely “like it is a freeway.”
- Drivers enter and exit the student parking lot unsafely. Northbound vehicles queue in the through lane due to the absence of a left turn lane. In the southbound direction, they have conflicts with the bike lane as a long queue forms to get into the student lot.
- School administration mentioned crashes and/or near miss conflicts have occurred on Ely Blvd as a result of the above issues.
- Drivers are often observed making left turns out of the student lot, which is right turn only. There is signage in the parking lot saying “left turns prohibited” but hours are incorrect on the sign because school hours have changed since that sign was put in.
- Sidewalk is narrow and fence along length of field is close to sidewalk and further restricts space for walking (also fence is damaged and unsightly in many spots).
- There is a sign/post on the sidewalk between Casa Grande Rd. & the student parking lot that narrows the sidewalk even further at that location.
- The crosswalk at Ely Blvd. at Spoonbill Ave. is unsafe to cross due to speed and volume of traffic on Ely, as well as crossing distance.
- Bicycling does not feel safe due to speed and volume of traffic on Ely, despite bicycle lanes. Staff/students would like there to be more separation from cars.
- There is a wonderful bus stop north of the student parking lot, but there is no direct/convenient path to enter the school campus from the bus stop. Students currently must walk across a sometimes muddy grassy area and enter through a small gap in the fencing.
- Parents sometimes drop off students in the student parking lot (this is prohibited or discouraged) and obstruct traffic flow.

### **Juliet Drive:**

- Fencing around the perimeter of school property along Juliet Drive seems, in areas, unnecessary, is unsightly, and narrows the travel area for pedestrians walking on the sidewalk.
- Participants expressed that making a left turn from Juliet Drive onto Ely Blvd is “awful”
- The student parking lot on Juliet is not delineated, so drivers are able to enter/exit from both sides of the lot, even though technically it is supposed to be enter from the Crinella side of Juliet and exit on the Ely side. They have staff monitoring the lot, requesting that drivers follow those rules, but drivers resist this and argue that “there is no signage” that says they are supposed to enter/exit in a particular way.
- The crossing distance for the crosswalk across Juliet Drive at Ely Blvd is very long.
- The pathway to the school from Juliet drive gets very muddy.

## **Crinella Drive:**

- Students can enter campus from Crinella Drive at Filippini Way, via the Crinella pocket park, however, there is no curb ramp at the entrance to the park.
- There is access to campus from an open gate, and a foot-worn pathway across the field to campus. From the road to the school gate is city property, and from the school gate to campus is school property.
- The pathway gets wet/muddy and students/staff would love to see this entry point to campus improved with a paved multi-use trail AND bicycle racks on campus at the end of the pathway, to facilitate more walkers/bicyclists entering from this direction.

## **Bike Racks:**

- The bulk of the bike racks are near the Auto Shop building on campus, but there are a few other scattered bike racks on campus. Participants would like to see the bike rack locations assessed and possibly improved in terms of location and numbers.

## **Ideas & Potential Solutions:**

### **District/School:**

- Consider improving internal bike/ped connectivity & access onto the campus, including but not limited to improving pathways to the school campuses and removing unnecessary fencing. The two pathways that appear to be the highest priority to improve would be the one off Ely near the bus-stops, and the one off Crinella Drive. However, the pathway from Juliet Drive that gets muddy would also benefit from improvement.
- Consider improving bike rack locations and quantity to be more mindful about what is most convenient and safe for bicyclists entering campus. If/when pathway is improved from Crinella Drive entrance, add bike racks at a location convenient to that entry point.
- Coordinate with city/SRTS program on pre-bond facility meetings to assure that potential improvements identified in audit are considered in the plan for future facility improvements.
- Utilize all school communication channels to notify students and parents about proper drop off and pick up policies and procedures
- Report incidents to Petaluma Police Department when they occur (i.e., if someone is hit in a crosswalk but not hurt, etc), as well as ongoing concerns, such as parents parking in loading/unloading zones on city property, etc. The non-emergency phone number is 707-778-4372.
- Continue enrolling/participating in the County SRTS program, to support continued collection of student arrival/departure tally data, to participate in Walk/Roll initiatives, and to be eligible to receive SRTS services such as bicycle and/or pedestrian safety lessons and/or on-bicycle education programming.
- Share or continue sharing the following SRTS tip-sheet(s) and videos to support safe walking, bicycling, drop-off, and parking & walking:
  - Walking Safety Tip Sheet [English](#) [Spanish](#)
  - Bike Safety Tip Sheet [English](#) [Spanish](#)
  - Driver Awareness for Safe Arrival/Dismissal [English](#) [Spanish](#)
  - Park & Walk Video [English](#) [Spanish](#)

## **City of Petaluma Public Works:**

### **Casa Grande Road:**

- City to consider the following potential improvements:
  - o Lane reduction with class IV bike lanes in both directions (from the current five lanes to three lanes). Lanes would be significantly narrowed.
  - o Two way cycle track along the school frontage between Crinella to Ely
  - o Add a new crosswalk with a flashing beacon and median refuge island between the existing crosswalk at the school driveway loop and Ely Blvd.
  - o Add additional on-street parking on the opposite side of the street from the school.
  - o Add additional greenery to Casa Grande Rd.

### **Ely Blvd:**

- City to consider:
  - o Lane reduction with class IV bike lanes in both directions (from the current four lanes to three lanes).
  - o Look closely at the conflicts between the bicycle lane and student lot when designing that bicycle facility.
  - o Add a refuge island, bulb-outs, and flashing beacon to the crosswalk at Ely & Spoonbill

### **Juliet Drive:**

- o Add bulb-outs to the crosswalk across Juliet at Ely Blvd.

### **Crinella Drive:**

- Improve the accessibility of the Crinella Drive pocket park
  - o Install a curb ramp at the pocket park entrance (Crinella Dr. and Filipinni Way)
  - o Upgrade the pathway between Crinella Drive and the school gate.

## **Petaluma Police Department:**

- Enforce speed and other moving violations along Ely Blvd, Casa Grande Rd., and other surrounding roads.
- Support school requests to enforce continued violations.

## **Safe Routes to School Program Information**

- The SRTS program coordinates a Safe Routes to School Task Force to bring together representatives from schools/school districts (school administration, staff and/or parents), city planning/engineering, law enforcement, and SRTS program staff. The goal of the Task Force is to:
  - o Seek input from Task Force members and the public, in order to identify barriers to active transportation, opportunities for improvement and collaboration, and set priorities for future infrastructure projects within the city of Petaluma.
  - o Provide a venue for sharing of program initiatives and projects in the city of Petaluma, as well as inter-agency collaboration.

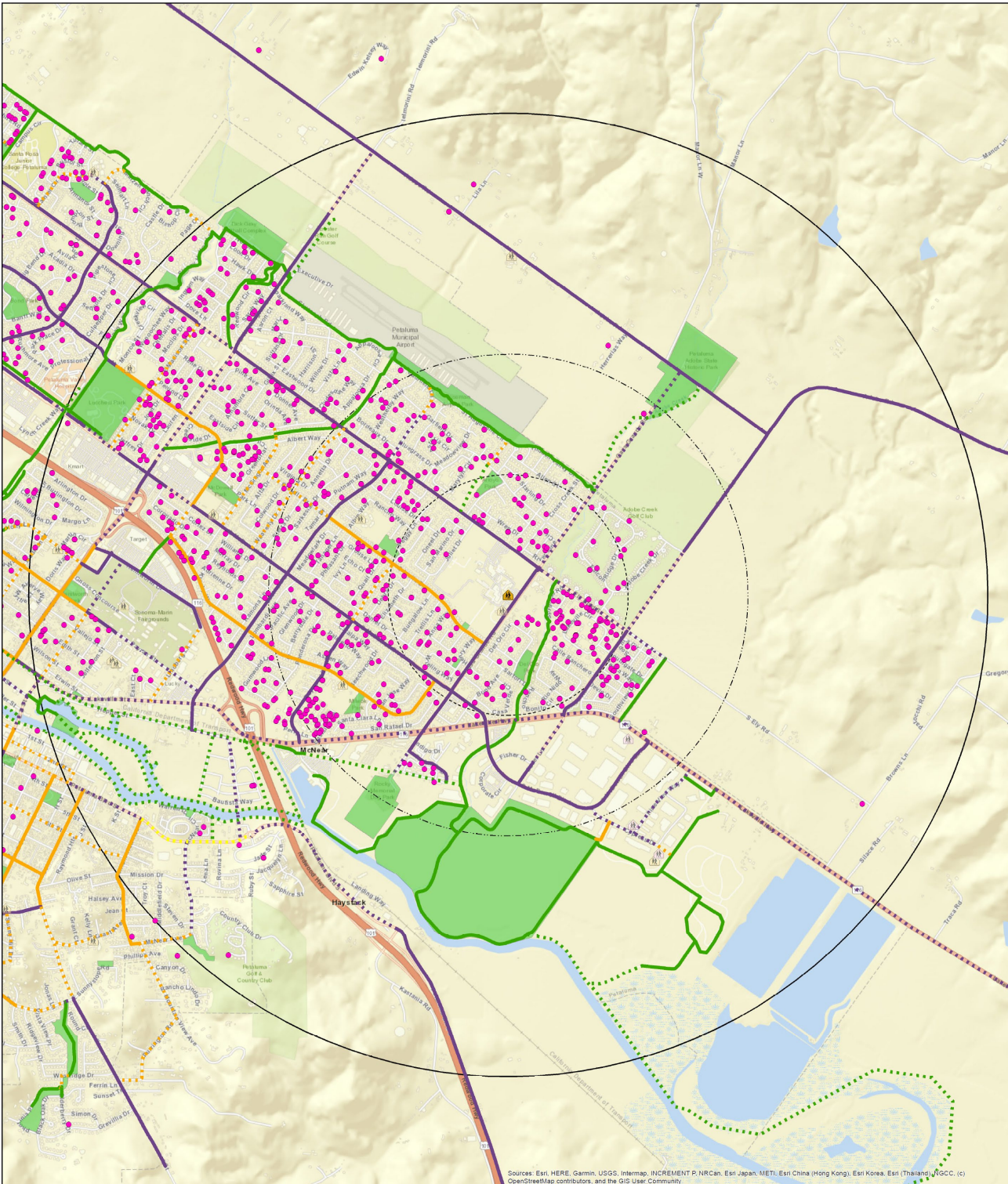
Petaluma Task Force meeting notices, agendas, and meeting notes & handouts can be found on our SRTS Task Force page [HERE](#).

- Enrollment for participation in the SRTS program takes place in April each year (deadline is April 30<sup>th</sup> of each year). Schools must enroll each year to be eligible to receive visiting education services & ongoing technical support. Enrolled, comprehensive sites agree to:
  - Meet with SRTS program staff 3x per year to discuss/plan programming
  - Collect student travel tally data in September
  - Provide data for the SRTS program to enable creation of an annual SRTS “study map” showing where students live in relation to the school
  - Engage with/implement a minimum of 5 walk/roll encouragement initiatives per year.
  - Support scheduling & implementation of education programming.
  
- SRTS encouragement “Walk/Roll” initiatives and promotional materials are emailed to enrolled school contacts every month via our SRTS E-Newsletter, and may also be accessed at [www.sonomasaferoutes.org](http://www.sonomasaferoutes.org). To request to receive our SRTS E-Newsletter directly, email [christina@bikeosnoma.org](mailto:christina@bikeosnoma.org)

**Continue, for student GIS Map, pictures & reconfiguration concepts...**

# Appendix A: Student GIS Map for Casa Grande High School (not available for Sonoma Mountain High School)

S A F E R O U T E S T O S C H O O L



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

## Casa Grande High School 2023-24 SRTS Study Map

1643 Geocoded Students  
 867 Students live within 2 miles of the school (53%)  
 488 Students live within 1 mile of the school (30%)  
 181 Students live within 1/2 mile of the school (11%)  
 24 Students live within 1/4 mile of the school (1%)



- |                              |                            |
|------------------------------|----------------------------|
| <b>Bike Plan Existing</b>    | <b>Bike Plan Proposed</b>  |
| Class I                      | Class I                    |
| Class II                     | Class II                   |
| Class III Buffered Bike Lane | Class 2 Buffered Bike Lane |
| Class III                    | Class III                  |
| Bike Boulevard               | Class II                   |
| Bike Boulevard               | Class III                  |
| PP                           | Bike Boulevard             |
| Trail                        | Class IV Separated Bikeway |

Map Creation Date: Insert Date Here



Map Produced by: Sonoma County Bicycle Coalition  
 700 Mendocino Ave., Suite 6  
 Santa Rosa, CA 95401  
 Phone: 541.613.1111

**Author:** Sonoma County Transportation Authority  
**Projection and Coordinate System:** TPC: California State Plane Coordinate System, Zone 6, NAD 83, US survey feet, Lambert Conformal Conic. Some data have been re-projected from other coordinate systems and may not reflect actual ground positions.  
**Disclaimer:** Sonoma County Transportation Authority and Sonoma County Bicycle Coalition do not warrant the accuracy of the data or the results of any analysis performed on the data. The data is provided as a visual display of County information. Reasonable effort has been made to ensure the accuracy of the map and data provided; nevertheless, some information may not be accurate. The precision accuracy of the data is approximate and not intended to represent map accuracy from a TPC MAPS AND ASSOCIATED DATABASES PROVIDED WITH A WARRANTY OF ANY KIND, either expressed or implied, including but not limited to, the implied warranties of merchantability and fitness for a particular purpose. Do not make a business decision based on this data before validating your decision with the appropriate County agency or other government entity.

## Appendix B: Pictures:



Student drop off loop in front of school; vehicles not pulling forward or dropping at curb



Uncontrolled crossing with median and flashing beacons on Casa Grande Rd. in front of school driveway loop



Casa Grande Blvd: 5-lane road encourages speeding, not bike/ped friendly





Ely Blvd; 4-lane road encourages speeding, not bike/ped friendly



Sign somewhat obstructing sidewalk along Ely Blvd; fencing close to sidewalk



Bjorn Gripenburg, City planner, bicycling on Ely with a line of cars behind him.



Bus stop on Ely Blvd – a path from behind bus stop to campus would be beneficial



Ely Blvd and Spoonbar Ave – shorten crossing distance with bulb outs, add flashing beacons



Fence bordering sidewalk along Juliet Drive – is it necessary?



School driveway on Juliet drive – add one-way directional pavement markings & signage.



Crinella Drive & Filippini Way crosswalk – add curb ramp at the entrance to the Crinella Drive pocket park



City to consider improving pathway across the Crinella Drive pocket park to the school gate



School District to consider creating a pathway across the above field from the Crinella pocket park to the school entrance.

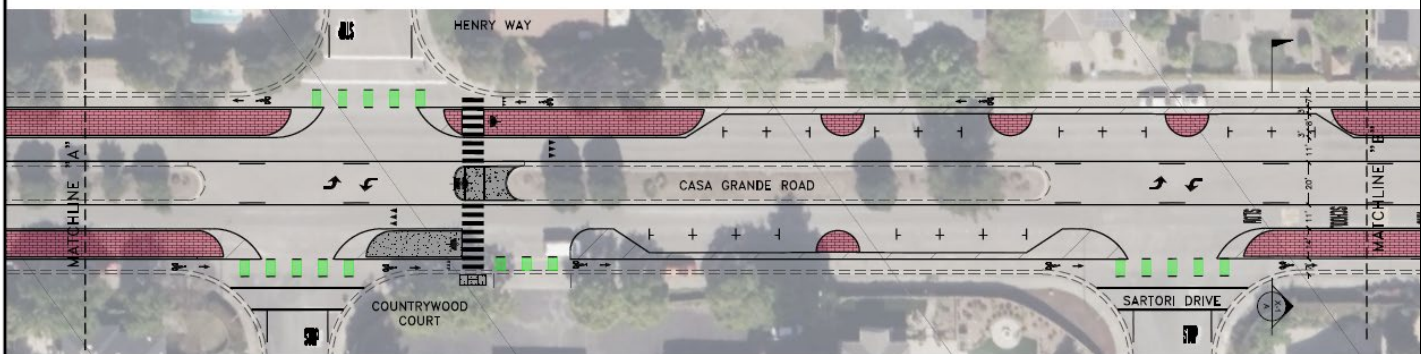
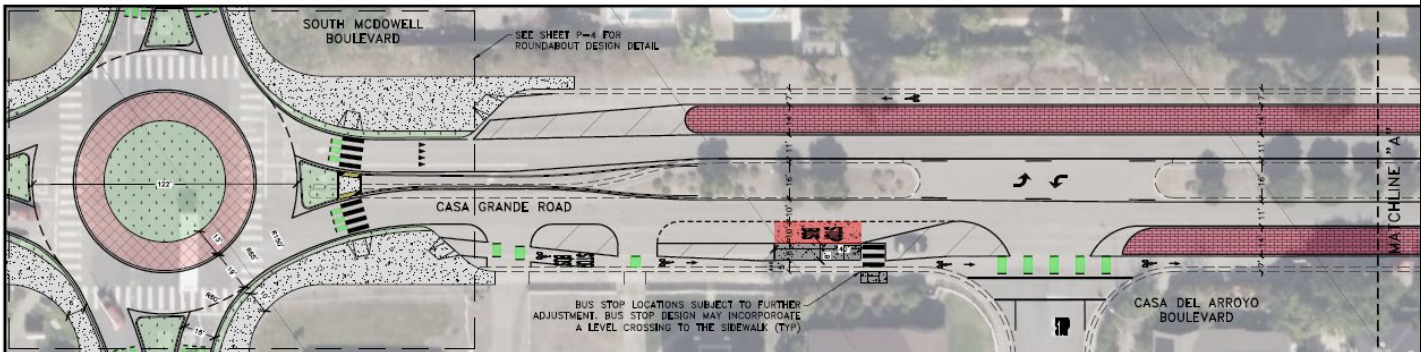


Post-audit debrief

# Reconfiguration Concepts (presented at SRTS Task Force Meeting on June 22, 2024)

- [Meeting Notes](#)
- [Full presentation](#)

## Casa Grande Road Reconfiguration Concepts



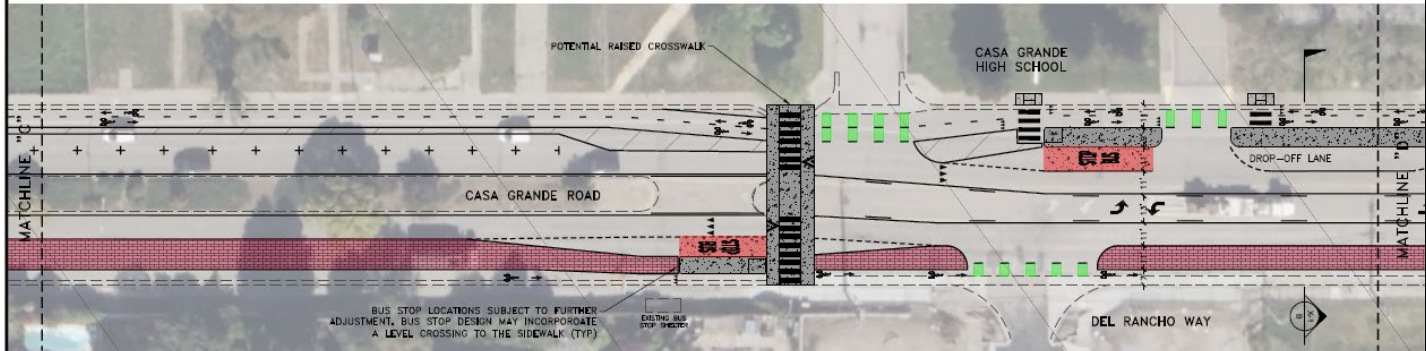
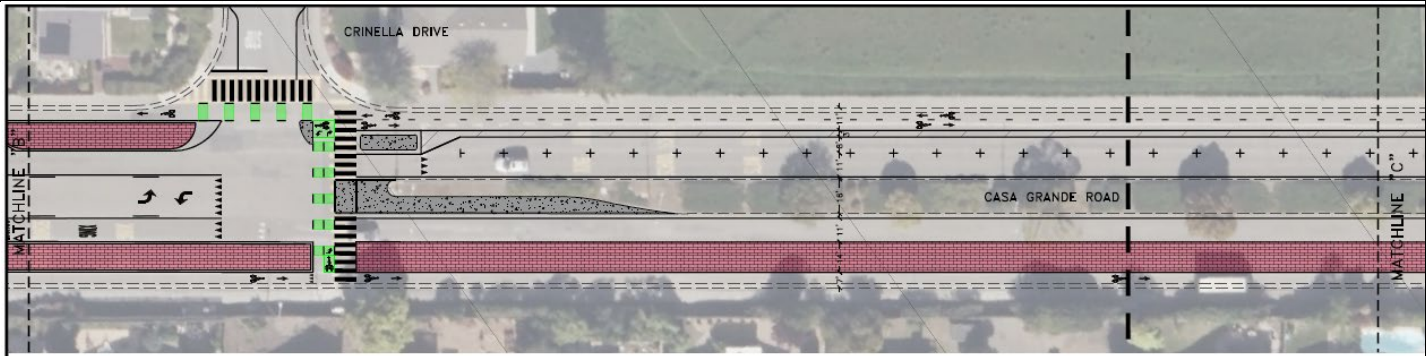
CONCEPTUAL PLAN  
NOT FOR CONSTRUCTION

811  
Call before you dig.  
Call before you dig.

GENERAL NOTE  
FLEX SPACE MAY BE DESIGNED AS A STORMWATER CAPTURE FEATURE, ON-STREET PARKING, OR OTHER USE

LEGEND

- FLEX SPACE
- STRIPED BUFFER
- RAISED CONCRETE

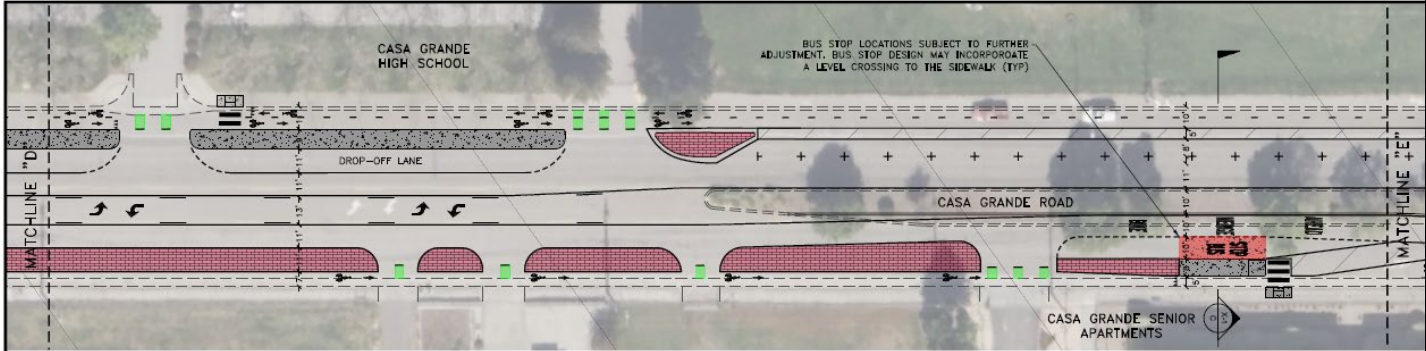


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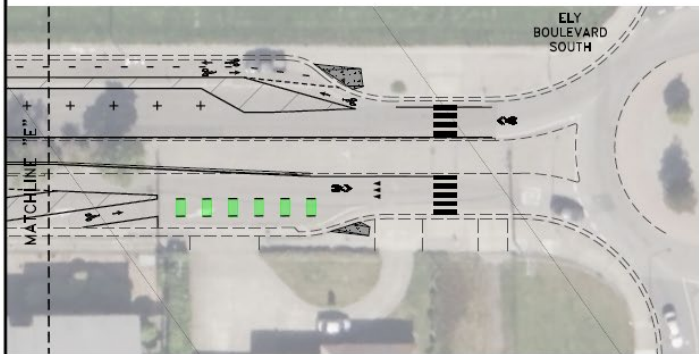


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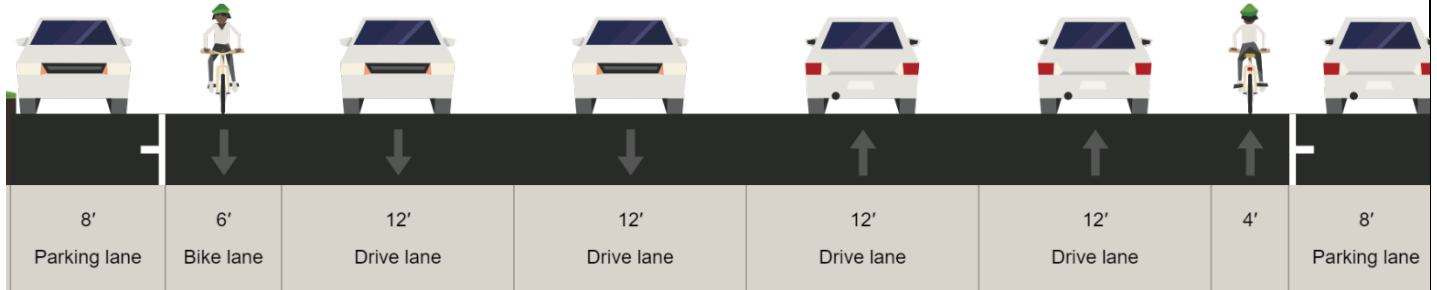
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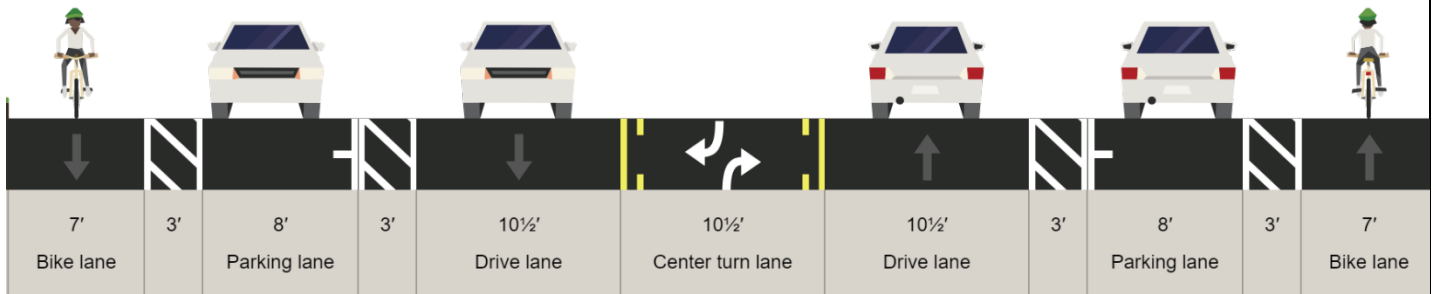


**CONCEPTUAL PLAN**  
NOT FOR CONSTRUCTION

# Ely Blvd South Reconfiguration Concept



Existing configuration (facing north)



Potential configuration