



Petaluma Safe Routes to School (SRTS) Task Force

Meeting Announcement:

Date/Time: Thursday March 20th, 2025 4:00pm-5:30pm

Location: Petaluma City Hall
11 English St

Goals & Objectives:

1. 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.
2. Provide a venue for sharing of program initiatives and projects in the city of Petaluma, as well as inter-agency collaboration.

Notes on Agenda Items:

1. Introductions

- a. in attendance: Christina Panza (SRTS Director); Sarah Hadler (SRTS Program Manager); Bjorn Gripenburg (Active Transportation Planner); Marco Giomi and Nathan Good (Traffic Sergeants); Deb Fox (Climate Manager, City of Petaluma); Jared Hall (Transit Manager); Carly Spencer (Transit); Jennifer Remmer-Wright (Blue Zones); Zoe Unruh (Senior Planner, SMART); Drew Halter (Director, Parks and Recreation); Mady Cloud (PCS Trustee); Pete Gang (Safe Streets Petaluma); Bruce Hagen (Safe Streets Petaluma); Jessica Medina (Communications, City of Petaluma, MCCV parent); Johanna Schleret (MCCV parent/Bike Train leader); Dulcie Moore (SRTS Committee/MCCV parent); Colin Moore (MCCV student); Tara Weilbacher; Dan Dirout (MCCV parent/Bike Train leader); Jenny Watson (MCCV parent); Lisa Pologeorgis (MCCV Principal); Beth Schlanker (MCCV parent); Dana Gottlieb (MCCV teacher/neighborhood resident); Nina and Ashley (MCCV parents)

2. Partner Announcements

- a. Safe Routes to School Program update (Christina Panza)
([*Powerpoint slides for Christina's presentation*](#))
 - i. We have our monthly challenges for March and April. March is March of the Penguins and April is Green Transportation month. Schools share these in Parent Square, and teachers also share with their students. These challenges are to raise awareness and build enthusiasm of walking/biking to school and to anywhere (*Slide 1*).
 - ii. For March, we have a miles tracker where kids can track their miles and try to get to Antarctica while also observing and learning about birds (*Slide 2*).
 - iii. For April, we are encouraging schools to hold a green transportation day in which students can walk/bike/carpool

and take the bus/transit to school. Most schools will celebrate this on Wed. 4/2 (*Slide 3*).

- iv. The Challenge for April is to try at least two different modes (walk/bike/carpool/transit) and then write what they liked about it (*Slide 4*).
- v. Bike to School Day is on Wed. 5/7 and the deadline to register is 4/9. Schools must register in order to get posters and swag. We can support schools in setting up bike trains, identifying a good bike route and if schools are in need of bicycling support, we can reach out to our partners to see if they can help and connect them with schools. We have promotional posters and also an infographic with some bike safety quick tips (*Slide 5*).
- vi. SRTS Education for March/April (*Slide 6*)
 - a. Loma Vista, 4th Grade Bike Basics lesson day 2 (3/4)
 - b. The Spring Hill School – Grades 3, 4 & 5 pedestrian & bike safety lessons (3/12 & 3/19)
 - c. McDowell Elem, 4th Grade Bike Basics lessons, 5th Grade mapping/communications lessons (3/14 & 3/21)
 - d. Mary Collins at Cherry Valley, 4th/5th Grade Bike Basics lessons (3/21 & 3/28)
 - e. Petaluma Learn to Ride Class at Parks & Rec (4/9)
 - f. Mary Collins at Cherry Valley – SRTS Ed Station at Art in the Plaza Event (4/23)
 - g. McKinley 4th Grade Bike Rodeo (4/29)
- vii. SRTS Walking Audits/Site Assessments update for 24-25 (*Slide 7*)
 - a. Valley Vista/PJH/The Spring Hill (8/29/24)
 - b. McNear (9/13/24)
 - c. Meadow (11/12/24)
 - d. Corona Creek/Kenilworth (12/12/24)
 - e. Sonoma Mountain (1/14/25)
 - f. Grant (2/25)
 - g. Mary Collins at Cherry Valley (2/11)
 - h. We will be doing a Walk Audit at Penngrove on Tuesday, 3/25. There was a suggestion to invite the Sheriff and David Rabbitt. Mady will forward the email invitation to David Rabbitt.
- viii. The next Task Force meeting will be on Thu. 5/15, the location is TBD. Christina wondered if it could take place at the Petaluma City schools District. Bjorn can hopefully report on the changes that the City has been making over the year. This meeting will be an opportunity to talk about future of the Task Force like how often to meet, where to meet, and how do we get representation from schools/district,
- b. City of Petaluma (public works, transit, police) and other partners
 - i. Transit Updates (Jared Hall)
 - a. Luma Go on demand—we've added a 2nd bus from 12-6pm on weekdays and it's been a successful service. Luma Go app is available for download and it's free. There was a high ridership of 124 last Friday.

- b. Four new electric buses are scheduled to arrive the last week of May/early June; there are four buses that have been donated from AC Transit that will be operating in 2-3 weeks.
 - c. There are ongoing bus stop improvements going in. Twenty dual trash/recycle cans have been put in at various bus stop locations and ten shelters with benches will be put in over the next several weeks.
 - d. Routes 2 and 11 routes will be running more often, every 15 minutes. They are working on the schedule now and it will take place in May/June.
 - e. New website for Petaluma Transit:
<https://transit.cityofpetaluma.net/>
 - f. There has been an overhaul of the schedule guide.
 - g. Butter and Eggs Day on Sat 4/19—taking the bus is the best way to get downtown, it's free and there will be more service on Route 11. This is our busiest day!
 - h. Antique Faire Day is on Sunday 4/27.
- ii. City of Petaluma (Jessica Medina)
 - a. For the “Slow the Fast Down” campaign, there is not many materials left, so there will be a reorder of car magnets, lawn signs and stickers.
 - b. The City is grateful to be part of this partnership and it has led to a recent meeting that Mary Collins at Cherry Valley facilitated.
 - c. Jessica’s contact info is: jmedina@cityofpetaluma.org if schools are interested in having meetings with the City.
- iii. City of Petaluma (Deb Fox)
 - a. There will be Free Bike Valet parking at the Butter and Eggs Days on Sat. 4/19.
 - b. Arbor Day is on Sat. 4/26 and there will be mulching/caring for trees/education and food trucks at City Hall.
 - c. Sun. 5/4, 12-4pm, at Luchessi Park, is Future Fest, a partnership between the City, Petaluma City Schools and Cool Petaluma. There will be info on preparedness, efficiency, restoring nature, Climate Action Pathways students will have a presentation, there will be short films, kids’ crafts and more. Biking and taking transit is encouraged.
- iv. SMART (Zoe Unruh)
 - a. Lots of students are taking SMART to school; the pilot program offering free senior and youth fares expires at end of this fiscal year, June 30, 2025. There has been a lot of support for this program and it is very encouraging to see how people use SMART to get to schools/work/recreation.
 - b. The Field Trip program has a lot of utilization. Schools/parents can take classes on the SMART train whether for the experience itself or to get places.
 - c. There will be 2 pathway segments opening soon:

- a. Southpoint Blvd to Main St in Penngrove which ties into the existing pathway and connects Petaluma to Penngrove. There will be a family friendly walk/ride roll on Sun 4/27, starting at the Petaluma North Station and the end location is the Penngrove Market Patio. We encourage families to come out and join!
- v. Police Dept (Mario Giomi)
 - a. We are heading into the Special Events season. The traffic division is short-staffed so please be patient with specific problems at schools. We will try to address every need as it comes up.
 - b. Christina asked if the PD could keep everyone posted on the DUI PSA series.
- vi. Blue Zone (Jennifer Remmer-Wright)
 - a. We are here to support and encourage walking and biking programs.
- vii. Safe Streets Petaluma (Bruce Hagen/Pete Gang)
 - a. Bruce said that they are working on putting up wayfinding signs around Luchessi Park to help point out the way to two major trails.
 - b. Pete asked if there was follow-up from the last meeting on e-bikes and kids on e-bikes and mentioned that CHP has an online e-bike training.
 - c. Pete also said that a group of bike mechanics from the Petaluma Cycling Club are available to do “fix its” at school sites. Last year, they did a fix it night at Valley Vista.
 - d. Safe Streets wants to support schools in their bike trains and wonders how best to interface.
 - a. Christina said that we will have an agenda item at the May Task Force meeting to talk about e-bikes and SRTS can be the interface between schools who need bike train support and/or who are interested in “fix its” and Safe Streets; schools can contact us and we will reach out to Safe Streets so they can connect with the schools who request support.
- viii. Parks and Recreation (Drew Halter)
 - a. Grazing Day is on 4/12—shepherds and sheep will be parading from the fairgrounds and travelling down D St. volunteers are needed to meet at 9am and then at 10:30 the sheep parade will begin and it will end at Steamers Landing/river park. Volunteers can email Parks and Rec or look up Transhumance/Wild Oat Hollow.
 - b. Fair planning is going on.
 - c. Along the Lynch Creek Trail, local artist Jonny Hirschmugl has begun production of three murals featuring birds and nature scenes.

3. Site Assessment(s) (Bjorn Gripenburg)

(Powerpoint slides for Bjorn's presentation)

a. **Mary Collins at Cherry Valley:** Post site assessments & school/community feedback

- i. This audit took place on Tue. 2/11, from 8-10am, during morning drop-off. There were participants from City Public Works and Police, SRTS and Mary Collins at Cherry Valley. The focus was primarily on Cherry St and Elm Drive (*Slides 1-2*)
- ii. The main two campus access points are on Cherry St and on Cindy Lane (*Slide 3*)
 - i. There are three all-way stops at Elm/Cherry, Cherry/Atone and Cindy/Vanessa
- iii. A lot of time was spent looking at circulation
 - i. Existing circulation (*Slide 4*) –there is a confluence of two one-way streets that meet at Antone and two-way traffic begins past Kazen Way.
 - ii. Circulation alternative (*Slide 5*) one way is to open up last block of Antone to 2-way traffic for people coming from Elm/Magnolia, making it clockwise and directing turns to the Elm roundabout (this would need school/neighborhood buy in)
 - iii. Parking and loading at school frontage reconfiguration (*Slide 6*)—consider adding angled parking to school frontage on Cherry St (angle the parking spaces to 60 degrees); this would get more capacity on that street and more accommodating to parents to walk kids in without having to cross the street.
 - a. Cherry St, between Elm and Antone, feels busy and crowded with the combo of loading and angled parking, the 35 ft wide street feels tight.
 - b. Consider using the parking lot as a drop off loop; for the people parking/walking their kid/s in, they can use the angled parking. Otherwise, drive to staff lot and drop off your student
 - c. If angled parking does move to school frontage, preserve this area for buses or additional curbside loading capacity.
 - d. One drawback would be that the passenger side of cars are on the opposite side of school but hopefully we can figure that out.
- iv. Feedback on surrounding intersections (*Slide 7*)—the neighborhood was built before the Americans with Disabilities Act, so there are no curb ramps, narrow sidewalks and no red curbs (daylighting) near intersections to speak of.
 - i. There is a new state law that prohibits parking within 20 feet of intersections and the City is working on painting those curbs red and will do that in this neighborhood. This will allow pedestrians to see more and be seen more when they are crossing the street.
 - ii. Accessible curb ramps are needed and these are more expensive and are usually installed with paving projects.
 - iii. The biggest concern for pedestrian safety is at Elm/Cherry where cars are parked right up to the crosswalk; the higher

speed of downhill traffic approaching the stop sign; drivers not yielding to pedestrians; kids/parents peeking around parked cars trying to get drivers' attention. This could all be fixed with bulbouts and moving the sign out into the street to be more visible, and adding a double line approaching the crosswalk (*Slide 8*). This would improve visibility, shorten crossing distance and slow vehicle turning movements.

- v. Magnolia Ave—this area was not covered on the walk audit, but want to address concerns. The width on Magnolia varies from the city limits to Petaluma Blvd and characteristics change constantly. There are lots of sidewalk gaps near the school (*Slide 9*), no crosswalks to cross the street, and it just a very challenging area (*Slide 10*). Many have asked for Magnolia to be a bike route, and it is flat and provides good connectivity, but there's not a whole lot to do in the near term without figuring out how to widen the roadway. With this constrained width, you could maximize it to one side, and build a very wide sidewalk to accommodate pedestrians and bicyclists. Determined that a corridor study with engineers is needed to figure out what would work best in the long term.
- vi. Questions/comments/additional feedback (*Slide 11*) from attendees
 - i. It would be good to have something vertical (delineators?) in the red curb zones.
 - ii. Could the stop signs be in the middle of the road by the double yellows?
 - iii. Request for enforcement on Elm St between Schumann and Cherry going towards Magnolia as drivers go really fast (including high school drivers). Bjorn also said it might be possible to add white edgelines/center line at the curve.
 - iv. Request for additional crosswalk at Antone/staff parking lot as kids exit there.
 - v. A lot of people park inefficiently on Antone and there is a curb that was a former driveway that is fenced off, could parking lines be drawn there? Not supposed to park on Antone—there are 2 signs at Kazen Way that say wrong way; people turn left on Antone and don't see the signs and the only way to get out is to go the wrong way; if diagonal parking, was added, it would need to point in the direction going down towards Magnolia.
 - vi. Need for traffic calming/intersection improvements at Magnolia/Antone. Turning left on Antone from Magnolia feels hairy, this seems like a good space for an additional roundabout (acknowledging it's a high expense) or a 3-way stop.
 - vii. Left turn pocket on Magnolia/Keokuk--With St Vincent High School so close, if there was a left hand turn from Magnolia to Keokuk, that could alleviate traffic.
 - viii. Speeding on Magnolia is a huge concern. Drivers have also almost hit people on bikes because the sun is in their eyes at certain times of day. Bjorn said there is a real need for bike lanes or a separated pathway for bicyclists.

- ix. Sidewalk width/utility poles and street signs—bikes can hardly fit on the sidewalk between the utility poles and street signs (Gailinda Ct). Utility poles are hard to move.
- x. “Bikes May Use Full Lane” signage and hi-viz sharrows (especially at pinch points and curves) on Magnolia as bicyclists can get harassed by drivers.
- xi. Jessica mentioned that when parking at the top of Antone on the right, there is limited visibility when leaving and angled parking makes her nervous to back out.
- xii. Johanna said that adding parking does not make things safer for kids, it makes it more convenient for drivers. Johanna’s nephew was killed by a driver in a parking lot. Parking lots are very tricky to navigate even when everyone is trying their best.
- xiii. Could there be a specific drop off lane for middle school students, on Elm St (near Cherry St) as that crosswalk has always been challenging.
- xiv. Bjorn said that he is happy to facilitate conversation about reconfiguring school circulation, but the school frontage area is in the hands of the school/district. It is good to have dialogue on talking to Police/public works and it’s our job to provide striping/signage on city streets with direction from schools.
- xv. Bjorn spoke to Johanna’s point about making it safer for walkers/bicyclists—we are working on the Active Transportation Plan, as the middle school grows, the catchment area will grow and we should look at the different routes that families walk to school and see if we can make improvements there.
- xvi. Narrow section of Cherry St presents challenges for people walking/biking. There is no sidewalk, the street is narrow with an asphalt curb, it is hard for a driver to see around the corner. Bjorn said that when a driver feels uncomfortable it is a good thing as they tend to slow down and pay more attention, he’d be surprised if there have been any recorded crashes here; improvements for pedestrians would help and bikes would have to take the lane/take the middle of the roadway and this is of varying comfort for bicyclists, depending on age/experience; we could add signage (Bikes may use full lanes) and road markings.
- xvii. Hope to see bike signage sooner than later on Magnolia, particularly before blind turns and pinch points, as you get closer to the roundabout, it’s harder to see because of the tree canopy.
- xviii. Mention of the SMART path coming from Payran St and when you make a right, it’s a tight switchback; maybe have access from Petaluma Blvd? Bjorn said that the crosswalk design at Payran is a SMART issue and there are design requirements to be discussed.
- xix. Dulce asked about next steps for Mary Collins at Cherry Valley? Bjorn said that we’ve done 16 walking audits in the last 2 years, and the City is working through a pretty big

back log going school by school, taking the recommendations and building them into work orders (quick build things are first—red curbs/bulb outs/circulations, center lines, red lines, crosswalks, etc) and these should be wrapped up by the end of the year 2025. It is hard to predict the timing but we will notify school and neighborhood as we get things done and longer term projects will be tracked.

xx. Should school meet on the side to discuss school frontage/circulation area? Yes, the City would need input from the school on what they want to do. Bigger changes require more community engagement before they are made.

xxi. Bruce shared that there is a movement to put in tree parklets in parking spaces to slow the speeds down on streets and suggests incorporating this idea into plans. He shared the following URL that includes more information:

tinyurl.com/treeparking

b. **Grant Elementary:** Post site assessment & school/community feedback

- i. This audit took place on Tuesday, 2/25, from 8-10am, during morning drop off. There were participants from City Public Works and Police, SRTS and Grant. The focus was primarily on Grant Ave, Mountain View, McNear and I Street (*Slide 12*).
- ii. There are four access points to campus: the main one is on Grant; there is also one on McNear Ave; back by the track on Phillips Ave and through the park on Sunnyslope Rd. (*Slide 13*)
- iii. Loading reconfiguration options (*Slide 14*)
 - i. At the front of school, there is potential to extend the loading zone from the crosswalk to the school driveway
 - ii. Opportunity to create a drop-off loop through staff parking lot, entering on Grant, exiting on McNear. Staff would have to open gate in morning/afternoon.
 - iii. Afternoon with bus pick up, the bus stop is on a narrow sidewalk in front of a home, could either widen sidewalk into the street or change the route to where bus picks up and drops off along school frontage.
- iv. Grant Ave and Mtn View Ave intersection (*Slide 15*)—this is a 78 ft crossing distance, which is very long and 4x longer than it should be. Potential improvements would be to add bulbouts and move the northbound stop sign on Mtn View 30 feet to the north—this would condense the intersection and shorten the crossing.
 - i. Bruce mentioned that there might be a good spot for a tree parklet.
- v. Mtn View Ave and McNear Ave intersection (*Slide 16*)—there was a parent who lives at the corner of McNear and Mtn View and said that their children can't play in the front yard because of the speed cars go. Potential improvements here would be to add bulbouts which would tighten curves and slow down speeds.
- vi. Additional feedback on nearby intersections and crosswalks (*Slide 17*)
 - i. Red curbs needed at all intersections in accordance with state law
 - ii. Accessible curb ramps also needed at several intersections, these are typically installed with paving projects.

- iii. Request for flashing beacon and centerline “yield to pedestrians” sign on I Street at Independence Way (left)
 - iv. There are concerns about stop sign compliance at I Street and Sunnyslope Rd—high-viz crosswalk legs were added to that intersection last year; we can’t do bulbouts here because of bike lanes. We will continue to monitor this area and also ask for enforcement here.
 - a. Bruce asked about a large bulb out with a 4 ft channel for bikes. Bjorn said that we would need more room than we have here; there has been discussion of a roundabout.
 - a. Mady mentioned there are no stop signs on I Street all the way from San Antonio Rd to Sunnyslope Rd.
 - b. Bjorn said that they are looking at looking at traffic calming areas on that stretch with this urban/rural transition; speeds are actually higher going outbound.
- vii. Grant Ave sidewalk gap across from View Oak Ct to I Street (*Slide 18*)—this would entail taking down lots and lots of trees so a crosswalk could potentially be added where the transition is likely further down the street with sight distance from drivers.
- viii. Parent from the Quarry Heights neighborhood—these kids to walk/bike to school using McNear Ave which is fairly busy, it’s a collector roadway, and has significant sidewalk gaps (*Slide 19*)
- ix. Additional feedback (*Slide 20*)
 - i. Mady—request for another crosswalk on Grant across from staff parking
 - ii. Pete asked if there has to be a 20 ft width maintained with every 2-way roadway or could we decrease this to slow things down for human traffic. Bjorn said that Prospect St and F St are pretty narrow and drivers have to yield to oncoming traffic; unsure if it has to be 20 ft. As for the suggested sidewalk extension, because you can’t build on someone’s property, the only option is to build out into the street and this would narrow the street down as well. Pete asked if we could highlight with striping/cones.
 - iii. About moving the bus stop, Jared said the most favorable option is to widen the sidewalk and have a bulbout; they will look at when bus is serving the area; potentially adding vertical delineators to keep people from passing the bus; they want it as close as possible to the main entrance of school for those middle school students who walk their sibling to school, then catch the bus.
 - iv. Mady commented that Grant dead ends at I Street. Perhaps the stop signs can be brought forward so there is more visibility. Bjorn said they can look into reconfiguring Grant/I Street to improve sight distance from Grant onto I Street.
- x. Contact Information and Resources (*Slide 21*)
 - i. Transportation Planning & Engineering:
safestreets@cityofpetaluma.org

- ii. Petaluma Transit: transit@cityofpetaluma.org / 707-778-4460 / <https://transit.cityofpetaluma.net/>
- iii. City Bike Map: cityofpetaluma.org/bikemap
- iv. Report an Issue (Hazards & Quick Fixes): <https://cityofpetaluma.org/issues>
- v. Safe Streets Nomination Program (Traffic Calming & Safety Improvements): <https://cityofpetaluma.org/safe-streets-nomination-program>
- vi. Slow the Fast Down Campaign: cityofpetaluma.org / <https://cityofpetaluma.org/slowthefastdown>
- xi. Walk Audit Recommendations (*Slide 22*)
 - i. Please note that all recommendations are meant to capture possible 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 and/or Petaluma City Schools prior to implementation.

4. Other SRTS issues, concerns & opportunities

5. Other Business & Announcements

6. Next Meeting & adjournment—Christina will email the group to confirm date and location for next meeting

The next meeting of the Petaluma Task Force is scheduled for Thursday, May 15th at 4:00pm at the Petaluma City School District Office

**SRTS issues and concerns may also be emailed pre- or post-meeting to Christina Panza, SRTS Director & Task Force Facilitator at christina@bikesonoma.org*