



Mary Collins at Cherry Valley SRTS Walk Audit

Tuesday, February 11th, 2025



In attendance: Christina Panza (SRTS Director), Bjorn Gripenburg (Active Transportation Planner, City of Petaluma), Sergeant Walt Spiller (Petaluma Police Department), Josh Deis (Vice Principal, Mary Collins at Cherry Valley), Dulcie Moore (parent), Jason Meyers (Petaluma PBAC member, Petaluma USD parent); Benjamin Peters (parent)

Route: Began in front of the school, observing drop off and the intersection of Cherry Street and Antone Way. Walked west on Cherry St. to observe the intersection of Cherry St. and Elm Drive. Walked south on Elm Dr., stopping at the intersection of Elm Dr. and Birch Ct. to discuss. Headed back north on Elm Drive and east on Cherry, and again took a look at/discussed Cherry St., Antone Way, Kazen Way, and Magnolia Ave. Then, walked through the school campus to the pathway behind the school to observe/discuss the drop off/pick up location at Cindy Ln. and Vanessa Ave.

Pick up/Drop off:

Pick up and Drop off occurs through the drop off loop/staff parking lot in front of the school on Cherry St, on Cherry St. itself, and in back of the school, on Cindy Ln. Because the drop-off loop also serves as a staff parking lot, students do not enter/exit vehicles at the curb in the drop-off loop. There are 21 parking spots in the staff lot (including 2 handicapped spots).

There are 25 angled parking spaces on the north side of Cherry St between Elm Drive and Antone Way, and a loading zone on the south side of Cherry St. between Elm Drive and Antone Way where parents primarily parallel parked rather than loading/unloading. Approximately 10-11 vehicles can fit in the parking area between the west side of the school property and Antone Way. Due to the limited parking and desire to walk students (particularly TK and primary students) to class, many parents

also park and walk from Elm Dr., Antone Way, Kazen Way, Cherry St., Wendy Ln., Cindy Ln., Vanessa Way, Birch Court and Birch Drive.

Two traditional “grid-style” bike racks are located on the northeast side of the school property, as you enter campus from the eastern sidewalk. Each rack could fit between 12-24 bicycles depending on type of bike and how they are locked.

Consider adding additional racks at the back of the school, near the Cindy Lane entrance, to add additional parking and accommodate bicyclists entering campus that say.

School Information:

Address	1001 Cherry Street, Petaluma, 94952
Morning Bell(s)	8:20am
Afternoon Bell(s)	M,T, Th-F: 1:30pm (TK-K) 2:30pm (1 st -3 rd), 3:00pm (4 th -8 th) W: 12:45pm (TK-8 th)
Grade levels	Tk-8 th
Enrollment	498
School type	Year-Round, Charter
Student's proximity to school	498 geocoded students in 2024-25 323 live within 2 miles of school (65%) 195 live within 1 mile of school (39%) 107 live within ½ mile of school (21%) 35 live within ¼ mile of school (7%)
Participating School in Sonoma County SRTS program?	Yes
Student Travel Mode info (Sept 2024 student arrival/departure tally data)	Walk – 11% Bike – 3% Other active – 1% Carpool – 6% School Bus – 0% Transit – 0% Single Family Vehicle – 80%
Safe Routes to School Non-Infrastructure Programming (2024-25 – education is implemented every other year due to the dual grade levels)	2 nd & 3 rd Grade Pedestrian safety lessons 4 th & 5 th Grade Bicycle Basics Lessons, Bicycle Rodeo Monthly Walk/Roll to School Events

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.

Staff Parking Lot

Concerns & Observations:

- Staff parking lot is used for drop-off/pick up, and does not possess any clearly marked pedestrian walkways. Students are unable to be dropped off/picked up at the curb due to

parked staff vehicles, are inconsistent about where they cross to get to the school entryway, and must walk through parked cars to get to/from cars at drop off/pick up.

- Students frequently cross in front of vehicles exiting the staff parking lot, a potential conflict point, although there is a stop sign at the exit. Students cross at this location to/from vehicles parked on Cherry St. between Antone & Elm, or to/from the crosswalk on the west side of Antone Way (to/from the eastern walkway leading onto campus).

Potential Solutions:

(School/District):

- Consider marking a clear path of travel from Cherry St. through the staff parking lot to encourage students to cross the parking lot at the same location and reduce confusion/potential conflicts.
- Consider establishing a morning/afternoon crossing guard duty at Antone & Cherry St. The Crossing Guard could direct parents/students to utilize the crosswalk on the east side of Antone at Cherry, reducing the need for students to cross in front of vehicles exiting the staff parking lot.

Cherry St. between Elm St and Wendy Lane & Antone Way between Cherry St. and Magnolia Ave

Concerns & Observations:

- At the base of Antone Way at Magnolia Ave, there is not a clearly marked crosswalk across the entire street, plus the street corners are very wide apart, making it difficult to cross and see oncoming traffic.
- Drivers frequently park in or near the crosswalks, as well as in red zones, in no parking, including the curbs at all of the Antone Way intersections.
- Parents frequently double park along Cherry St.
- Drivers frequently do not obey pedestrian right-of-way
- ADA-curb cuts are missing from 3 of the 4 corners of the intersection of Cherry St. and Antone Way. The northeast corner has a curb cut, but it is not ADA-compliant and is not aligned with the marked crosswalk.
- There is no school crossing guard at Cherry Street and Antone Way, despite high volume of traffic and concerning driver behavior.
- There are no bicycle lanes on Cherry Street between Elm St. and Wendy Lane
- Parents drive and park in “do not enter zones”
- Because traffic on Cherry St. flows one-way in the easterly direction from Elm Drive to Antone Way, and one-way in the westerly direction from Keokuk St. to Antone Way, drivers who choose to park on Antone from Magnolia frequently make mid-block U-turns or park in odd directions to return to Magnolia Avenue.
- Kazen Way at Antone Way does not have a marked crosswalk. Drivers often park at an angle at the corner of Antone & Kazen, blocking the path of travel for pedestrians.

Potential Solutions:

(City of Petaluma)

- Daylight curbs and add vertical elements where feasible to prevent illegal parking and blocking sightlines at Cherry St. and Antone Way

- Add curb extensions to shorten crossing distance at the intersection of Cherry St. and Antone Way and Antone Way & Magnolia Ave.
- Add ADA-compliant curb cuts where missing at the intersection of Antone Way & Cherry St.
- Daylight curbs at Antone Way intersections to prevent illegal parking and blocking of sightlines
- Add curb extensions, a stop sign, and stop bar to Kazen Way at Antone Way.
- Consider relocating street parking from the north side of Cherry St. between Elm Dr. & Antone Way to the south side of Cherry St. between the western edge of the school property and Antone Way. Additionally, convert angled parking to perpendicular parking to enable additional parking spaces. This would eliminate the need for students &/or parents to cross the street in front of moving traffic to get to/from the school frontage.
- Additionally, consider converting parallel street parking to angled street parking along the school frontage on Cherry St between Antone Way and Wendy Lane, to create additional parking and divert traffic away from Elm/Cherry for parents who park & walk in their students.
- Consider converting Cherry St. to one-way in the westerly direction from Keokuk to Elm Drive, eliminating easterly traffic on Cherry between Elm Drive and Antone Way, to reduce potential conflicts at nearby intersections, and add a travel option for drivers traveling from Magnolia to Antone to Cherry. This would force egress traffic to the roundabout at Elm and Magnolia, which is the safest nearby intersection for families exiting onto Magnolia.

Elm Drive between Magnolia Ave and Birch Lane

Concerns & Observations:

- Elm Drive is a “major thoroughfare” for both parent drivers and residents, and there is a significant amount of congestion, particularly in the mornings.
- Drivers often speed down Elm Dr, particularly heading north, downhill, toward Cherry St. and Magnolia Ave.
- Drivers often do not come to a complete stop at stop signs and do not obey pedestrian right-of-way. A resident created and posted [a video on Facebook](#) with evidence of this behavior.
- There is a lack of school crossing on Elm Dr.
- 25 MPH Speed limit sign is north of Cherry St., however drivers speed on the approach to Cherry St.
- There are no bicycle lanes on Elm Drive.
- The intersection of Elm Drive & Cherry Street is particularly problematic:
 - Drivers park in or near crosswalk, blocking pedestrian view of traffic
 - Missing ADA-compliant curb-cuts
 - Drivers do not come to a complete stop, do not obey pedestrian right-of-way
 - Drivers make unsafe maneuvers, such as U-turns (which may be legal but still appear unsafe) at this intersections.
- The intersection of Elm Drive at Birch Ct. and Birch Drive is also problematic:
 - It is a blind hill for drivers traveling north on Elm toward the school
 - Drivers park illegally at or near corners, blocking pedestrian view of traffic
 - Missing ADA-compliant curb-cuts
 - Crosswalks are not marked
 - Drivers make unsafe maneuvers, such as U-Turns into oncoming traffic, at intersection.

Potential Solutions:

- Improve intersection of Elm Drive and Cherry St:
 - Daylight curbs to restrict parking in/near crosswalks
 - Add curb extensions to shorten crossing distance for pedestrians
 - Move the stop sign into the street for more visibility
 - Add ADA-compliant curb-cuts

- Add edgelines and a centerline on Elm Drive to channelize and slow traffic.
- Add additional school zone signage on Elm Drive – existing signage is minimal
- Move or add Speed limit signage on Elm Drive south of Cherry St.
- Lower speed limit to 15mph on Elm Drive within the school zone.
- Daylight curbs and add ADA-compliant curb-cuts to the intersection of Elm Drive at Birch Ct. and Birch Dr. Consider adding a crosswalk across Elm Drive at Birch Dr.

Cherry St. between Wendy Lane and Keokuk Street

Concerns & Observations:

- Narrow street with no room for bicycle lanes
- Missing sidewalks in many sections. The south side has concrete berms between Wendy Lane and 755 Cherry (before the curve), sidewalks between 755 Cherry and Deerfield Lane, and concrete berms between Deerfield Lane and Keokuk Street. The north side is missing sidewalks between Wendy Lane and Cobbler Lane, with the exception of a short section of sidewalk between 764 and 762 Cherry St.. There are sidewalks on the north side of Cherry St. from Cobbler Ln. to Keokuk St.
- There are sections of sidewalk on one side of the street that end and may or may not pick up on the other side of the street. However, there are no crosswalks to direct pedestrian traffic from a sidewalk on one side of the street to a sidewalk on the other side of the street.

Potential Solutions (City of Petaluma)

- Long Term Improvement: consider upgrading sidewalks to city standard.

Cindy Lane (back entrance to school) & Vanessa Way

Concerns & Observations:

- Drivers double park, and park in or near crosswalks
- Missing signage indicating school crossing
- No bicycle lane

Potential Solutions: (City of Petaluma)

- Daylight intersection to restrict parking at corners
- Upgrade street corners and school entrance to ADA accessibility.
- Bulb-outs to shorten crossing distance
- Move stop-signs in so more visible to drivers
- Review school signage and update where needed
- Lower speed limit to 15mph within the school zone

Magnolia Avenue

Concerns & Observations:

- Missing sidewalks in many sections
- No crosswalks between sidewalks on alternating sides
- Long crossing distance at all side streets that intersect Magnolia

- No school zone signage
- No bicycle lanes
- Roundabout at Magnolia and Elm: only has crosswalks on two sides, signage is poor, and the crosswalk is under huge trees and poorly lit.
- Speeding, congestion, and drivers not accommodating bicyclings are all issues, depending on time of day
- Street signage obstructs narrow sidewalks

Potential Solutions:

- Move street signs to back of sidewalk along Magnolia due to narrow sidewalk width
- City to address issues noted above through future capital project (subject to prioritization and funding)

The following additional concerns were noted by Mary Collins at Cherry Valley Parents, but were outside of the scope of this Walk Audit. Improvements for the below concerns are subject to consideration through the city Active Transportation Plan.

Keokuk St

- Drivers run stop signs/do not obey pedestrian right-of-way
- No bike lane

Schumann Lane

- Connects to Laurel similar to Cherry St
- Missing sidewalks and missing crosswalks
- No bike Lane

West St.

- Very few sidewalks connecting routes to school

Paula Ln

- No sidewalk
- No bike lane
- No crosswalks

West Payran St.

- No Bike Ln
- Heavy Traffic

Bodega Ave

- Heavy Traffic
- No Bike Lane

Sycamore Lane to Elm Drive

- Opportunity for bicycle/pedestrian connection through the cemetery (currently restricted by cemetery).

District/School:

To reduce traffic or divert traffic from problematic areas:

- Consider encouraging Middle School parents to drop off their kids at the back entrance on Vanessa Way. This could divert traffic from Elm, which is problematic. Parents of middle school

students could even drop older kids off on Schumann, and have students walk from Vanessa to Cindy. Or drivers could enter/drop off on Cindy and then exit on Vanessa.

- Despite lack of sidewalks & marked crosswalks, Cherry Street between Keokuk and Antone Way is a relatively safe travel route to school. The narrow, rural nature of Cherry St. naturally slows traffic, and concrete berms separate vehicular traffic from pedestrian traffic. Consider encouraging families to drop kids off on Keokuk to walk the rest of the way down Cherry, particularly if accompanied by adults (parents or school staff). A potential Walking School Bus meet-up location could be established at or in the vicinity of this intersection.
- Continue to promote Walk & Roll to School events, and to promote “Walking School Bus” (WSB) and/or “Bike Train” meet up spots, to encourage parents & students to walk or bicycle to school together, model safe behavior, create safety in numbers, and facilitate community connections. School administration, teacher(s), or parents may lead a group of students in the morning on special event days, and also encourage students & parents to walk together together on non-event days. Parents & Students who live in the vicinity may walk to the meet-up spots, and parents of kids who live farther away can park in the neighborhood and join the walking school bus to relieve traffic and congestion in the school zone. These can operate a couple times a year, once a month, or even once a week or more, depending on capacity and who is involved in leading.
 - Current Walking School Bus/Bike Train Meet Up Spots:
 - Oak Hill Park (walking school bus)
 - Payran & Madison St. (bike train)
- Continue to support parents/staff to facilitate promotion and community participation.
- Utilize the gathering at Back to School Night and all school communication channels to notify parents about Walk/Roll events and encourage participation.
- Utilize support from SRTS program staff for identification of meet-up spots, routes, timing, parent/staff presentations, etc.
- Assign staff to monitor the loading/unloading area to support compliance
- Share clear English/Spanish drop off/pick up procedures, including demonstration videos, and share with parents/students via Back-to-School Night, Parent Square, School newsletters, PTA, etc.
- 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](#)
 - E-Bicycles [English](#) [Spanish](#)
 - Park & Walk Video [English](#) [Spanish](#)
- Utilize CHP’s [E-Bicycle Safety Course](#)

Petaluma Police Department:

- 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:
 - 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.
 - 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 30th 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.sonomasaferroutes.org. To request to receive our SRTS E-Newsletter directly, email christina@bikeosnoma.org

Appendix: Walk Audit Pictures:



Cherry St. and Antone Way – western crosswalk & exit to school driveway (drivers often park in red zone, but not pictured)



School driveway exit that students often cross after crossing the marked crosswalk or if walking to/from parked cars on the north side of Cherry St.



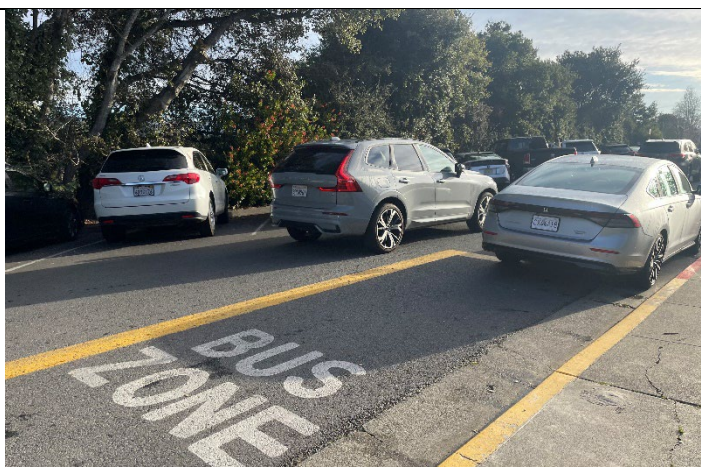
Antone Way – dark gray vehicle in center of frame is parked on the corner of Antone Way and Kazen, blocking crossing.



Eastern leg of crosswalk across Cherry St. at Antone Way. No curb cuts on the south side, curb cut on north side is not ADA compliant and is not aligned with marked crosswalk.



Student and parent crossing the western leg of of the crosswalk at Cherry St & Antone Way. Note, no curb cuts. Crosswalk appears to have been painted by school/district. This student/parent will need to cross school driveway or go through parking lot to enter school site.



Congestion on Cherry St, unused bus zone, students exiting vehicles parked on north side of Cherry St. must cross traffic to get to school frontage.



Intersection of Elm & Cherry – problematic, report for potential solutions



Intersection of Birch and Elm – daylight curbs and ??



Elm Drive, heading north downhill toward Cherry – vehicles move fast, do not comply with stop sign, obey pedestrian right of way



Staff parking lot – students dropped off behind parked vehicles



Cindy Lane & Vanessa Way – daylight curbs, add curb extensions, curb cuts



Angled parking on north side of Cherry St. between Elm and Antone...consider moving to South side



Cherry St. between Keokuk and Wendy Lane; narrow, missing sidewalks, but concrete berms separate pedestrians from vehicles



Another view of Cherry St. between Keokuk and Wendy Ln.



Bike Racks



Elm Drive and Cherry Street, example of cars parking in crosswalks



Elm Drive and Birch Drive, examples of cars parking on corners, blocking line of sight for pedestrians as well as oncoming traffic



Elm Drive and Birch Drive, examples of cars parking on corners, blocking line of sight for pedestrians as well as oncoming traffic



Elm Drive and Birch Drive, another example



Elm Drive and Cherry Street, cars parking very close to crosswalks, blocking line of sight, forcing pedestrians into the street to check for oncoming traffic



Elm Drive and Cherry St crosswalk, parking in crosswalk