



Meadow View Elementary School

Tuesday, May 13th, 2025



In attendance: Christina Panza (SRTS Director), Alexander Oceguela (City of Santa Rosa Active Transportation Planner), Mike Vanmidde (City of Santa Rosa Associate Traffic Engineer), Jean Walker (Principal), Paula Hernandez (Family Engagement Coordinator), Laurel Chambers (Healthy Eating, Active Living Coordinator, Sonoma County Department of Public Health) Jasmine Gonzalez (Community Health Specialist, Sonoma County Department of Public Health), Sara Gutierrez (Project Officer, California Department of Public Health)

Route: Began at school entrance on Dutton Meadow. Observed a portion of the drop off in the drop-off loop in front of the school, and in the parking lot. Headed north on Dutton Meadow to Hearn Avenue and observed that intersection. Headed back south on Dutton Meadow to Tuxhorn Drive. Then turned west on Tuxhorn Drive to Rain Dance Way, and walked the eastern pathway of Southwest Community Park to the back entrance of the school and back to campus.

Pick up/Drop off: Morning drop off and afternoon pick up for the school takes place primarily in the school parking lot on the north side of campus, and in the driveway loop in front of the school. One full size bus and two small special needs buses drop off in the school driveway loop. The school driveway loop is supposed to be a bus-only zone that parents are not supposed to drop off in, but many parents were observed dropping off in this zone. Principal Walker has tried coning off the loop to prevent parents from dropping off/picking up there, but parents move the cones. Parents continue to drop off/pick up in the school driveway loop because Dutton Meadow gets so congested that they get impatient about waiting to get into/out of the school driveway.

Parents dropping off in the school driveway can either park & walk if there are spaces available, or drive around the edges of the lot to drop off in the loading/unloading zone on the north side of

campus. 2-3 staff are stationed in the loading zone to help with opening car doors and to encourage cars to move along.

Drivers exiting the school parking are only allowed to turn right during designated drop-off/pick up times (7:40am-8:15am and 2:30pm-3pm), to keep traffic moving. There is a sign that indicates the drop off area, and cones and a “keep right” sign in the driveway itself, that school staff place each day.

Parents/students may also enter campus from the back gate on the west side of campus, from Southwest Community Park and the neighborhood behind the school. School staff indicated that this drop-off/pick up option is underutilized, likely because it is a longer distance to walk to get to school and because of safety concerns in the park.

A number of students who are bused to school live on or near Kenton Court, north of Hearn Avenue. Although this neighborhood is in a walkable/bikeable distance from school, it is considered hazard busing primarily for personal safety reasons.

School Information:

Address	2665 Dutton Meadow, Santa Rosa, 95407
Morning Bell(s)	8:10am
Afternoon Bell(s)	2:45pm; 12:40pm on Wednesdays
Grade levels	TK-6
Enrollment	464
School type	neighborhood
Student's proximity to school	2024-25 GIS Map Data 464 Geocoded Students 430 live within 2 miles of the school (93%) 323 live within 1 mile (70%) 120 live within ½ mile (26%) 64 live within ¼ mile (14%)
Participating School in Sonoma County SRTS program?	Yes
Student Travel Mode info (<i>Travel mode data is from the 23-24 school year</i>)	Walk – 8% Bike – 0% Other – 1% Carpool – 4% School bus – 15% Transit – 1% Single Family Vehicle – 73%
Safe Routes to School Non-Infrastructure Programming (2024-25)	Not enrolled in 24/25 (in 23-24 they received 2 nd grade pedestrian safety education)

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 and/or Santa Rosa City School District prior to implementation.

Concerns & Observations:

- Due to the high percentage of parents dropping off and picking up in single family vehicles, congestion on Dutton Meadow Drive is very heavy during drop-off and even worse during pick-up time. It can back up as far as Hearn Avenue to the north, and significantly to the south as well. Because of congestion, non-school drivers often become impatient and illegally drive in the opposite travel lane to get around the cars waiting to get into the school driveway. The congestion also contributes to parents utilizing the bus drop-off loop in front of the school rather than the designated drop-off/pick zone in the school parking lot; they perceive it is faster to do so, despite the fact that they have been informed not to utilize that area for drop off/pick up.
- On the west side of Dutton Meadow between the school parking lot and Hearn Avenue, there is a path with an asphalt barrier (aka berm). This pathway can become flooded and obstructed by overgrown weeds. Staff indicated that walking along this pathway does not feel safe, in part due to the traffic volume on Dutton Meadow, and in part due to the condition of the pathway.
- There are no sidewalks on the east side of Dutton Meadow between just north of Pebblecreek Drive and Hearn Avenue. A student who lives in housing along that stretch of roadway was observed crossing Dutton Meadow mid-block to get to the path on the west side, rather than walking along the roadway without a sidewalk.
- There are no sidewalks on the south side of Hearn Avenue between Sally Ann St. and Dutton Meadow.
- The only crosswalk at the signalized intersection of Dutton Meadow and Hearn Avenue is on the west side of Hearn Avenue (crossing north-south). School staff/parents expressed the desire to add a crosswalk across Dutton Meadow on the south side (crossing east-west). They shared that parents who walk along the south side of Hearn Avenue, from housing on Hearn Avenue, Sally Ann St., etc. have requested this improvement because they do not feel safe crossing Dutton Meadow.
- An asphalt berm is also on the west side of Dutton Meadow between the school parking lot and Tuxhorn Dr. This pathway also floods, more often than the one mentioned above, and obstructed by both overgrown weeds, and resident garbage pails. When Dutton Meadow floods, vehicles driving by sometimes inadvertently splash kids walking along the path. Staff also indicated that walking along this pathway feels unsafe, for the same reasons as mentioned above. Due to those conditions/safety factors, a teacher is assigned the “after-school duty” to accompany a group of student walkers from the school entrance to Tuxhorn Dr., along that pathway.
- The speed limit on Dutton Meadow is currently 35mph (25mph in the school zone). Staff indicated that speeding is an issue outside of the most congested drop-off/pick-up periods.
- There are numerous sidewalk gaps and no bicycle facilities (other than one short section of Class II bike lane on the west side of Dutton Meadow, a few hundred feet north and south of Tuxhorn Drive) on both the east and west sides of Dutton Meadow between Bellevue Avenue and Tuxhorn Drive (not observed during audit, but mentioned in the debrief), which likely contributes to the fact that only approximately ½ of the students who live within a ¼ mile radius of the school are currently utilizing active transportation to/from school. There are also no designated crosswalks along Dutton Meadow between Homestead Ln. and Tuxhorn Drive.

Potential Solutions (City of Santa Rosa):

- Consider adding a crosswalk across Dutton Meadow at Hearn Avenue.
- Contact Streets Field Services to request inspection of drainage along the west side of Dutton Meadow between Tuxhorn Drive and Hearn Avenue to potentially address flooding issues.
- Restrict parking (red curb/daylight) the southwest corner (approach) of the intersection of Tuxhorn Drive and Dutton Meadow, and consider adding a curb extension to improve visibility and shorten crossing distance for pedestrians.

- Study speeds on Dutton Meadow to determine if a speed limit reduction from 35mph to 30mph (outside of the 25mph school zone) is warranted.
- New development is breaking ground in the field directly east of the elementary school in the Summer of 2025 (completion date TBD). This project will entail improvement of the east side of Dutton Meadow between 2706 and 2626 Dutton Meadow Drive, including new sidewalks, a signalized intersection directly across from the school bus entrance, and a slight reconfiguration of the roadway.
- This development will provide improved pedestrian access from the neighborhoods on the east side of Dutton Meadow, including the pocket of housing on Sally Ann St., Aloise, Deep Harbor Ln. and Rising Moon Ln. who currently can only access the school via Hearn Avenue.
- The City of Santa Rosa General Plan includes new street configurations, including but not limited to the widening of Dutton Meadow, sidewalks, and bicycle facilities. However, these improvements are dependent upon improvements by current property owners. All new developments on Dutton Meadow are required by the City of Santa Rosa to construct facilities based on the General Plan and Active Transportation Plan.

District/School SRTS Considerations:

- Regular trimming of grass/weeds on district property on the west side of Dutton Meadow, between the school frontage and Hearn Ave.
- Consider continuing to enroll/participate in the County SRTS program to participate in ongoing Walk/Roll initiatives (including but not limited to International Walk & Roll to School Day and Ruby Bridges Walk to School Day), and to be eligible to receive SRTS services such as bicycle and/or pedestrian safety education programming, and more. Identify a “school team” consisting of site admin, staff (teacher and/or classified staff), and even a parent or parent(s) who can assist with implementation and communications.
- If enrolled (and/or as requested), assist the SRTS program in data and information to maintain understanding of travel behavior and barriers to travel at Meadow View.
 - Conduct student arrival/departure tallies in September/October (not on a Walk/Roll Day) to gather data on the number and percentage of students who walk, bike, scooter/skateboard, carpool, transit, yellow bus and travel in single-family vehicles in both the morning and afternoon on a typical day. *Note: SRTS staff can support this process, if requested*
 - Distribute parent surveys, as requested, to collect more comprehensive feedback on the barriers to walking & bicycling as well as preferred routes to school.
- Consider establishing/promote current “Walking School Bus” (WSB) or Bike Train meet up spots, and supporting school “SRTS Champions” to facilitate promotion and community participation. School administration, teacher(s), parents, or even vetted community partners may lead a group of students on the Walking School Bus or Bike Train in the morning on special event days, and also encourage students & parents to walk together on non-event days and as well as model safe walking behavior. Walking School Buses/Bike Trains can operate a couple times a year, once a month, or even once a week during certain months, depending on capacity. *(SRTS can provide support for these efforts, if requested)*
 - Southwest Community Park could be a viable meet-up spot for a school-led walking school bus
 - Bellevue Ranch Park could be a viable meet-up spot for a parent or community-led bike train or walking school bus. It is approximately ½ mile from the school (a number of students live on neighborhood streets directly south of Bellevue Ranch Park)

- The neighborhoods south of Hearn Ave (and South/west of Southwest Community Park), north of Elsie Allen High School. and east of Stony Point are well developed, with sidewalks and traffic volume conducive to walking and/or bicycling.
- Buses potentially could be diverted to the parking lot of Southwest Community Park to enable a “schoolwide” meet up and walk to school.
- Pursue opportunities to provide free bicycle repairs to parents and students, as well as adult “Smart Cycling” instruction in Spanish to parents who may not feel comfortable or knowledgeable about bicycling.
- Pursue opportunities to educate parents and neighbors about the California’s Daylighting law. SRTS to consider creating materials that schools can share with parents and community partners.
- Continue to diligently inform parents about proper drop-off/pick up procedures through multiple channels including Back-to-School Night, parent portal communications, and other school events, to increase compliance.
- Share information with students and parents about bus routes as well as students being able to ride the City Bus and SMART Train for free.
- Consider 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 Tip Sheet [English](#) [Spanish](#)
 - Park & Walk Video [English](#) [Spanish](#)
- Report incidents to Santa Rosa Police Department when they occur (i.e., if someone is hit in a crosswalk but not hurt, etc), as well as ongoing concerns, near misses, etc.

Santa Rosa Police Department or Sheriff:

- Monitor traffic on Hearn Avenue and Dutton Meadow, provide enforcement of illegal behaviors.
- Partner with SRTS to educate community members about California’s new daylighting law.

Transit Information/Options:

1. All students at the school can ride CityBus, Sonoma County Transit and SMART free of charge.
2. If the school wants to discuss improvements at the nearest bus stop contact Yuri Koslen directly at ykoslen@srcity.org.
3. If the school needs assistance planning school trips on transit, please use the tools on the Santa Rosa City Transit website or contact Yuri Koslen directly at ykoslen@srcity.org. If staff at the school need training passes in order to train students on riding the bus, we can make those available to staff at any school in Sonoma County.

4. Current CityBus Routes & Potential Improvements

The SRTS Study Map reveals students geocodes dispersal, showing that a significant number of students/families are served by CityBus

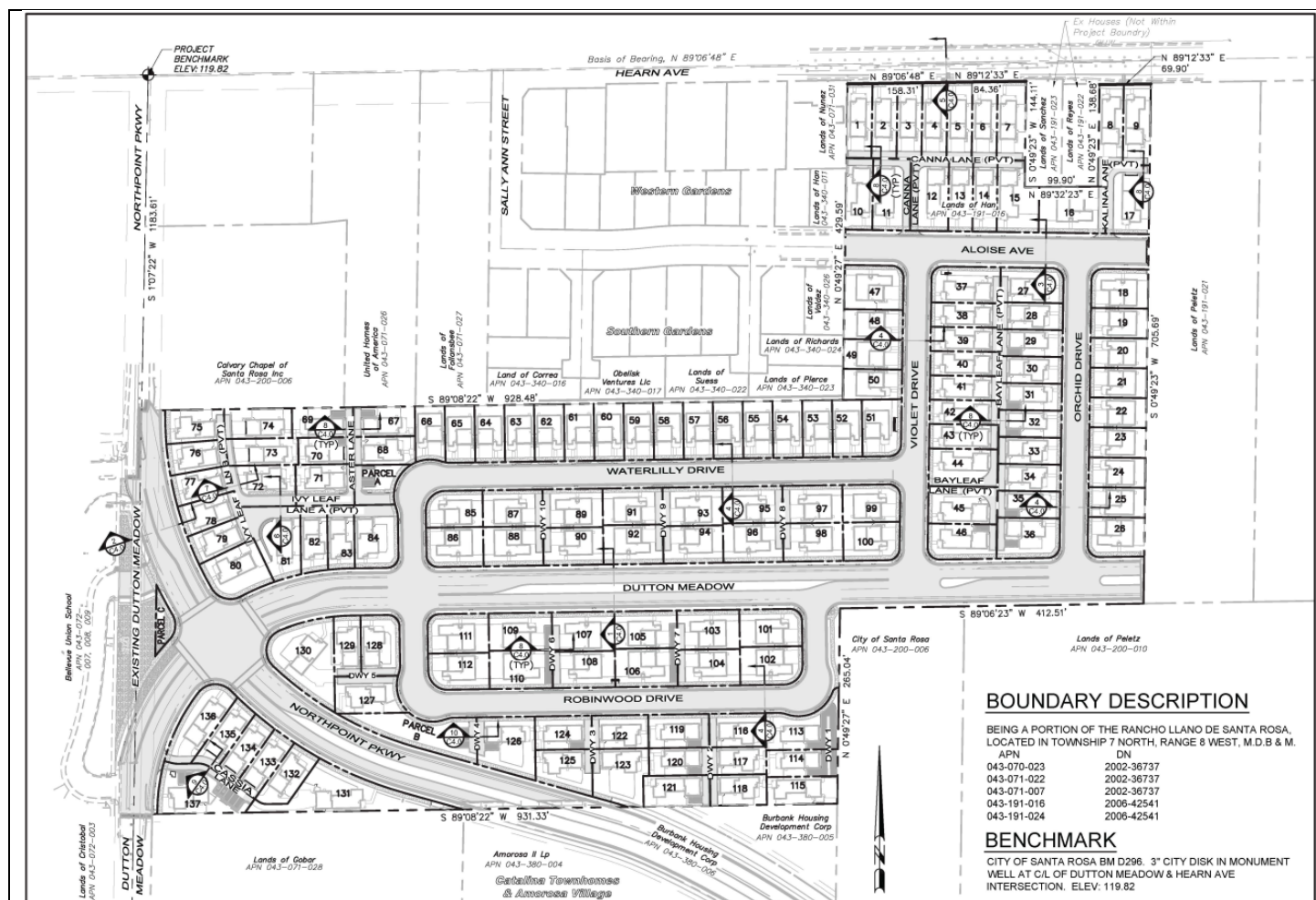
- a. CityBus primary routes serving the school are;

- i. [Route 15](#) currently operation every 60 minutes south bound on Dutton Meadows from Hearn then heads to westbound on Bellevue Ave. to northbound on Stony Point to Guerneville Rd to Coddington
 1. Closest CityBus bus stop serving the campus is directly in front of the school on Dutton Meadows, stop # 80213;
- ii. [Route 12](#)– operate every 30 minutes – this route serves Corby Ave to Hearn to SW Park to West Ave to Sebastopol Ave to Transit Mall
 - a. Closest CityBus bus stop served by Route 12 to the campus is the Southwest Park or bus stops westbound on Hearn Ave.
- b. Feasible improvement if the school would like to advocate for improved transit.
 - i. Changes/additions to bus stop # 80213
 1. Additional shelter or bench seating at campus
 2. Moving of the bus stop
 3. Any other ideas that the school has
 - ii. More dialoged with CityBus staff regarding any matter of concern that the school may have.
- c. City short / long term transit planning
 - i. Increase frequency on [Route 15](#) to 30 minute frequency within next 2 years.
 - ii. Improve transit services in SW Santa Rosa including
 1. Extended service area with Hearn Overcrossing completion to Santa Rosa Ave
 2. Extended service area south to Mooreland

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, to identify barriers to active transportation (including Transit), opportunities for improvement and collaboration, and set priorities for future infrastructure projects within the city of Santa Rosa.
 - Provide a venue for sharing of program initiatives and projects in the city of Santa Rosa, as well as inter-agency collaboration.
 Santa Rosa 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). 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:



Map displaying a general overview of the new development being built across from Meadow View Elementary School, referenced in the report.



Student getting ready to cross Dutton Meadow mid-block rather than walking to Hearn/Dutton Meadow intersection (b/c there is no east-west crossing there either)



Berm between Hearn Ave. and the school, on west side of Dutton Meadow



Weeds in that berm beginning to become overgrown. Parents commented re: placement of 35 mph speed zone sign just ahead of school zone where there is another 25 mph sign.



Intersection of Hearn and Dutton Meadow, staff/parents requested a crosswalk across Dutton Meadow at this location.



Parent drop off in bus loop even though instructed not to



Berm between school frontage and Tuxhorn Dr.



Berm is fairly narrow, in poor condition, and often overgrown with weeds (property owner responsibility)



Intersection of Tuxhorn Dr. and Dutton Meadow (not pictured: daylight the approach on the southwest corner)