



# Roseland Creek Elementary & Roseland Accelerated Middle SRTS Walk Audit/Site Assessment

Wednesday, March 25, 2026



**In attendance:** Christina Panza (SRTS Director), Sarah Hadler (SRTS Program Manager), Alexander Oceguela (City of Santa Rosa Active Transportation Planner), Mike VanMidde (City of Santa Rosa Associate Traffic Engineer); Brooke Brande (Providence Health Foundation); Jennifer Dominguez (Principal, Roseland Creek Elementary), Ricky Alcalá (Principal, Roseland Accelerated Middle School), Leonor Calderon (parent), Sarani Florest (parent), Ariel Mendoza (parent), Edith Mendoza (parent), Patty Heredia (parent), Margarita Chavez (parent)

*In addition to the audit on 3/25, SRTS staff visited the Roseland Accelerated Middle School (RAMS) Leadership class, taught by Ms. Luzana Gonzalez, and engaged with ~30 students in sharing their concerns/barriers to active and alternative transportation. SRTS staff also tabled at drop-off on 3/13 and 3/23 to engage with parents about their concerns, and observed drop-off/pick-up on 4/8 & 4/13. Finally, 11 parents responded to a pre-audit survey, shared by both sites, where they were able to share specific areas of concern. Their responses were reviewed and relevant concerns are incorporated in this report.*

## School Information:

Address	1683 Burbank Avenue, Santa Rosa, 95407
Morning Bell(s)	Roseland Creek: 8:30am, RAMS: 8:50am
Afternoon Bell(s)	Roseland Creek: TK/K 2:27, 1 <sup>st</sup> -6 <sup>th</sup> 3:05 (M-T-Th-F) TK/K-6 <sup>th</sup> 1:21 (W) RAMS: 3:35pm (M-T-Th-F) 2:00 (W)
Grade levels	Roseland Creek TK-6 <sup>th</sup> , RAMS 7 <sup>th</sup> -8 <sup>th</sup>
Enrollment	Roseland Creek: 557 RAMS: 387 Total Enrollment: 944
School type	Traditional Public School
Student's proximity to school	2025-26 GIS Map Data 944 Geocoded Students 821 live within 2 miles of the school (87%) 635 live within 1 mile (67%) 268 live within ½ mile (28%) 80 live within ¼ mile (8%)
Participating School in Sonoma County SRTS program?	Not at this time
Student Travel Mode info	Data not collected
Safe Routes to School Non-Infrastructure Programming (2025-26)	n/a

**Route:** Began at school main entrance on Burbank Avenue and observed a portion of drop-off, then walked through campus to observe a portion of drop-off at the back entrance to the school on Lazzini Avenue and Comalli Street. Then headed back to the front of the school and walked south on the west side of Burbank Avenue to Candlestick Avenue to discuss that intersection. Then, walked back north on the west side of Burbank Avenue to Rose Avenue to discuss the Hughes Ave, Sunset Ave, and Rose Ave intersections. Finally, headed back south on Burbank Ave to the Roseland Creek campus for our debrief.

**Pick up/Drop off:** Morning drop off and afternoon pick up for Roseland Creek/RAMS takes place in both the main driveway (bus) loop in front of the school(s), on Burbank Avenue, and at the back of the school, on Lazzini Avenue, where there is a gate that is open for students to enter in the morning and exit at the end of the school day. Two District school buses also transport students to/from school. School administration suggests parents arrive early to drop off their students, and to plan accordingly to avoid the heaviest traffic. Staff are on campus as early as 8:05 am to receive and welcome students.

The parking lot/driveway loop is one-way, and site administration asks parents to follow the arrows, enter at the correct (north) entrance, to pull all the way forward to keep things moving, and exit at the south entrance, where they can turn left to head north or right to head south on Burbank Ave. Site administration also directs parents to only turn RIGHT into the parking lot/driveway loop from Burbank Avenue. They direct parents to NOT attempt to turn left, as it backs up traffic heading north and often causes cars to illegally and unsafely pass. Note: A second parking lot south of the main driveway (bus) loop lot, with a single driveway entry/exit, is designated for staff parking.

Drop-off in the parking lot/bus loop in front of the school was fairly smooth despite a high volume of traffic and congestion. The driveway loop is well designed, with marked crossings for pedestrians

across driveway entrances and exits, and through the middle of the parking lot. A school staff monitors drop-off/pick-up in front of the school to support smooth operations.

Most children who were dropped off in the driveway loop exited onto the sidewalk from the passenger side of the vehicle. However, a few parents were observed stopping on the left side of cars stopped along the sidewalk, with students exiting from the driver-side back seat, then crossing at the marked crosswalk. Parents also often did not pull all the way forward as suggested, delaying traffic flow.

A large number of drivers were observed turning left into the parking lot from Burbank Avenue. Between 8:10-8:15, 20 drivers turned left – a significant percentage of all the drivers heading north on Burbank during that time frame. This continued throughout the drop-off window, contributing to a long line of congestion on Burbank Avenue. Parents appear to be disregarding site administration suggestion to avoid turning left into the driveway loop

At the time of the audit, a Crossing Guard was stationed at the marked crosswalk/flashing beacon slightly north of the front of the school, supporting students who cross from the pathway in Roseland Creek Park to the school sidewalk. However, as of mid-April, the crossing guard appears to have been relocated to the back of the school to the Lazzini Ave/Comalli St intersection.

Drop off at the back entrance to the school at/near the intersection of Lazzini Avenue and Comalli Street was problematic, with drivers crowding all four corners of the Lazzini Avenue/Comalli Street intersection and frequently blocking sightlines for active travelers. At the time of the audit, there was no crossing guard or staff supervision in that area. Participants and survey respondents shared (and we observed) parents stopping abruptly in the middle of the street, double parking (some in the wrong direction), making U-turns and/or backing up in the cul-de-sac at the school gate at the end of Lazzini Avenue, double parking IN that cul-de-sac, getting out and leaving their cars blocking both entry and exit, parking illegally at the corners/approaches to the intersection, blocking driveways and sidewalks, and generally not looking out for pedestrians and/or bicyclists. School staff indicated that although they have monitored the area, when they attempt to hold parents accountable for poor behavior, it often results in rudeness and/or conflict, and the poor behavior inevitably continues. In a SRTS survey, one parent shared *"We live behind RAMS/Roseland Creek. During drop-off and pick-up periods for both schools, parents double park, run stop signs, speed, and argue with each other. It's such bad behavior...I've so many near misses and one fist fight. Sad, this is not model behavior for the kids."* Another parent wrote *"I don't let my children ride bikes anymore because of how busy the street gets during school drop offs and they shouldn't be on the road just because a car is being inconsiderate."*

SRTS staff returned for additional observations of crossings on the morning of April 8<sup>th</sup> and both the morning and afternoon of April 13<sup>th</sup>, at both the Burbank Avenue/Roseland Creek Park pathway crossing and in back of the school at the Lazzini Avenue/Comalli St intersection, to collect data to support decision-making about improvements.

Burbank Ave Crossing: On the morning of April 8<sup>th</sup>, between 7:30am-9am, 21 students and 5 adults were observed crossing (east to west) at the Burbank Avenue crosswalk. Three appeared to be elementary school age, two of the three were accompanied by a parent. The remainder were middle school or high school age students. The crossing guard was present and drivers were observed respecting pedestrian right-of-way.

On the afternoon of April 13<sup>th</sup>, between 3:00pm-4:00pm, 30 students were observed crossing (west to east) at the Burbank Avenue crosswalk. Four appeared to be elementary school students, all accompanied by parents. The remainder were middle school students. A crossing guard was not present, however, drivers were observed respecting pedestrian right-of-way

Lazzini Avenue & Comalli Street: SRTS Staff observed the back entrance of the school both in the morning and afternoon on April 13<sup>th</sup>. In the morning, between 7:30am-9:00am, 93 students and 51 adults (primarily parents but a few teachers) were observed crossing to school. In the afternoon, between 3:00pm-3:45pm, 85 students and 27 adults were observed crossing from school. Incidences of unsafe/rude behavior were much higher in the morning. Students leaving the school in the afternoon tended to text their parents to pick them up at designated spots on the street, usually further away from the intersection.

On the morning of April 13<sup>th</sup>, a school crossing guard, Miguel Romero, had been relocated from Burbank Avenue to the back of the school, and was positioned at the northwest corner of Lazzini and Comalli. Miguel's presence there had a marked effect on both pedestrian and vehicular behavior:

- More parents allowed their children to cross without accompanying them, which resulted in fewer adults re-crossing the streets on returning
- Not one car blocked the crosswalks
- More people used the crosswalks instead of jaywalking across the north side of Comalli
- Drivers came to a full stop on Lazzini heading east turning north onto Comalli

## **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.*

- *Refer to above concerns re: drop off/pick up in back of school*
- Lack of sidewalks and/or sidewalk gaps on Burbank Avenue between Sebastopol Road and Hearn Avenue are a major barrier to safe, active travel to Roseland Creek Elementary and RAMS. A parent who lives in the housing on Candlestick Avenue, a short distance from the school, expressed frustration about the challenge of walking to school due to the lack of sidewalks on the east side of Burbank Avenue. Sidewalk gaps along Burbank Avenue are noted below:
  - East side of Burbank sidewalks & gaps:
    - No sidewalk from ½ block south of Sebastopol Road to Candlestick Avenue
    - Sidewalk south of Candlestick Avenue, one block, to the marked crosswalk/pedestrian activated flashing beacon at the mid-block crossing in front of the Roseland School District office
    - Asphalt berm separating pedestrians from vehicular traffic, south of Roseland School District office to Fenway Drive
    - Sidewalk for one block, south of Fenway Drive, then asphalt berm for one block, then sidewalks to Liana Drive, then asphalt berm between Liana Drive and Hearn Avenue
  - West side of Burbank sidewalks & gaps:
    - Asphalt berm separating pedestrians from vehicular traffic south of Sebastopol Road to north school driveway entrance (with exception of one short section of sidewalk in front of one property at Hughes Avenue)
    - Sidewalk south of north school driveway entrance to school district office driveway
    - No sidewalk south of school district office driveway to Hearn Avenue

- Both parents and students shared that drivers frequently speed along Burbank Avenue, Lazzini Avenue, and Stony Point Road.
- Parents also shared that Rose Avenue between Stony Point Road and Burbank Avenue is often used as a shortcut to school, and that drivers also often speed along that corridor.
- Both parents and students shared that bicycling along and crossing Stony Point Road is unsafe “*even for older kids*”, due to the volume, the speed of traffic, and the crossing distance.
- There is also no space for safe bicycling along Burbank Avenue, given traffic volume, speed and the width of the road.
- Parents shared that although the creek path is a more direct route and would be good for bike/ped travel due to lack of cars, it feels even more unsafe because it is isolated and frequented by homeless. One parent shared “*I don’t allow them to walk through the creek; It would be nice some supervision through the creek so kids wouldn’t have to walk all the way around it.*”
- Parents and school staff expressed the desire for improvements to crossings at several locations along Burbank Avenue:
  - Parents/school staff expressed great appreciation that the city installed the crosswalk and flashing beacon at the crossing slightly north of the school frontage, shortly after the pathway through the park was improved. However, they expressed that once additional pathways are constructed with park improvements, they would prefer a crosswalk/flashing beacon directly in front of the school, connecting the park with the marked pedestrian pathway that is painted through the center of the school parking lot/driveway loop.
  - Parents expressed a desire for a marked crosswalk/flashing beacon at the intersection of Burbank Avenue and Sunset Avenue. Currently there are no pedestrian facilities there and the sidewalk configuration makes it difficult if not impossible for someone with a stroller or in a wheelchair to navigate without being in the roadway. Sunset Avenue connects to both McMinn Avenue and West Avenue and many families who live east of the school travel along that corridor to get to school.
  - The crosswalk at Burbank Avenue & Hughes Avenue is faded and in need of refreshment.
- Crime and gang problems in the area were shared as a barrier to active transportation

## **Potential Solutions:**

### School/District

- Add a Crossing Guard to the back entrance of the school, at the intersection of Lazzini Avenue and Comalli Street, to increase safe crossings and discourage poor driver behavior.
- Should the Crossing Guard stationed at the Burbank Avenue crosswalk be relocated, clearly communicate this action with the community and provide direct, ongoing instruction to students about safely crossing at that location (i.e. make sure to press button to activate flashing lights, wait until lights are flashing and cars are fully stopped to cross, make eye contact with drivers, etc)
- In short term, consider placing cones in areas where parents should not be parking, before drop-off and pick up, specifically red-curbed areas and the entrance to the Lazzini Ave cul-de-sac in front of the school gate. There is not enough room for drivers entering the cul-de-sac to turn around, resulting in drivers having to back up to Comalli St to exit. Consider reaching out to neighbors to support placement of cones.
- Encourage students to walk, bicycle and/or bus to school rather than driving in single family vehicles, whenever possible, to reduce traffic and enhance safety for all road users. Partner with the Sonoma County Safe Routes to School program to develop strategies and policies to encourage students to do so.

- Educate the school community re: procedure for reporting hazards to the city, such as if timing on a crosswalk is not working properly, a light is out, there is excessive debris in the bike lane, etc.
  - Utilize the [My Santa Rosa App](#) to report any transportation-related hazard (not limited to sidewalks)

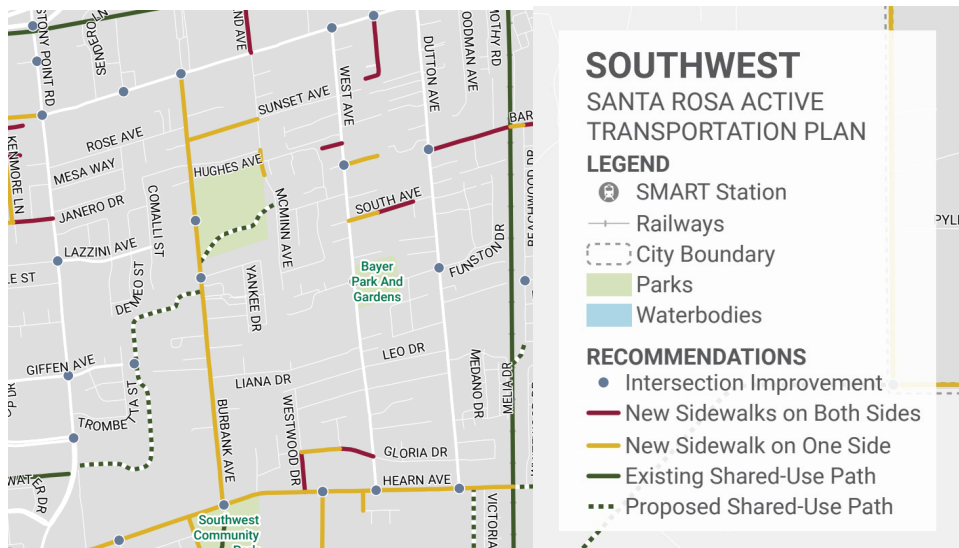
**Blurb that can be posted in a school communication:**

***Concerned about a Hazard on your Route to/from School?** MySantaRosa is a great tool to connect with City of Santa Rosa staff to report problems in the community and access City services. If there is something in the City limits that needs attention, simply submit a service request and even attach a photo. MySantaRosa routes the issue to the correct City staff, and a notification can be sent to the mobile app when the issue is resolved. Use the [online portal](#) or download the free mobile app ([IOS](#) or [Android](#)) to submit a request.*

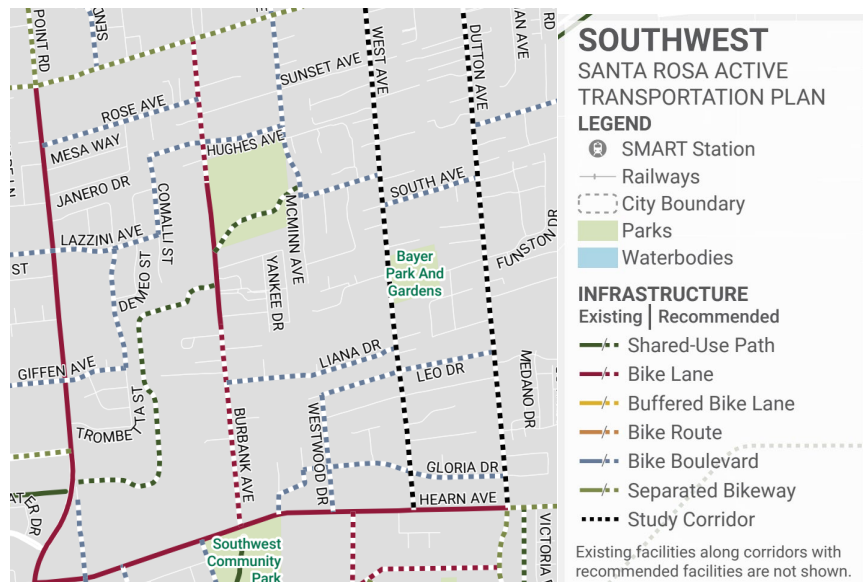
- Alternatively, take a picture of the hazard and email [saferoutes@bikesonoma.org](mailto:saferoutes@bikesonoma.org) with the specific location and description, and SRTS can report to the city on behalf of the school or parent.
- Educate school staff, students & parents about the [California Daylighting Law](#), and continue to remind them not to park up against the corners at the approaches to intersections.

City of Santa Rosa

- Improve the intersection of Lazzini Avenue and Comalli Street:
  - Daylight curbs and consider adding vertical barriers (i.e. bollards) to prevent drivers from parking near crosswalks and blocking pedestrians
  - Consider adding curb extensions to shorten crossing distance and increase visibility for pedestrians
  - Consider high-visibility (zebra strip) crosswalks (if city policy can allow this for all-way stops)
- Consider additional improvements to the intersection of Lazzini Avenue and Stony Point Road to enhance safety for active travelers, such as a median island or curb extensions. Add leading pedestrian intervals to the traffic signals.
- Consider traffic calming measures on Lazzini Avenue, such as speed tables, edge lines, or bicycle lanes.
- Refresh crosswalk paint at the intersection of Burbank Avenue and Hughes Avenue
- Consider improvements to the crossing at Burbank Avenue & Sunset Avenue.
  - Widen sidewalk/relocate utility pole on northeast corner to allow room for people with strollers/in wheelchairs to navigate
  - ADA accessibility
  - Pedestrian-activated flashing beacon
- Consider traffic calming measures on Rose Avenue, such as speed humps and striping.
- The Santa Rosa Active Transportation Plan calls for the following pedestrian improvements to the neighborhood surrounding Roseland Creek. Note: *plans are subject to additional design, analysis, outreach, funding, prioritization, and approval by the City and/or Santa Rosa City School District prior to implementation.*
  - New sidewalk on both sides of Burbank Avenue between Hearn Avenue and Sebastopol Road, and on Sunset Ave east of Burbank Ave
  - Intersection improvements at Burbank Avenue & Hearn Avenue, Burbank Avenue & Sebastopol Road.
  - Improvements to the shared-use path between McMinn Ave & Stony Point Road



- The Santa Rosa Active Transportation Plan calls for the following bicycle improvements to the neighborhood surrounding Roseland Creek. Note: *plans are subject to additional design, analysis, outreach, funding, prioritization, and approval by the City and/or Santa Rosa City School District prior to implementation.*
  - Bike lanes along Burbank Avenue between Hearn Avenue and Sebastopol Road
  - Separated bikeway/path between West Avenue and Stony Point Road
  - Separated bikeway along the length of Sebastopol Road
  - Bike boulevards (typically include additional traffic calming measures, signage, and/or road markings) on numerous neighborhood streets



### Additional District/School SRTS Considerations:

- Consider enrolling in/participating 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. Continue to maintain a “school team” consisting of site admin, staff (teacher and/or classified staff), and students who can assist with implementation and communications.

- Consider assisting the SRTS program in data and information to maintain understanding of travel behavior and barriers to travel at Roseland Creek Elementary School and RAMS.
  - 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.
  - Distribute student surveys, as requested, to collect more comprehensive feedback on the barriers to walking & bicycling as well as preferred routes to school.
- Consider establishing/promoting Walking School Bus” (WSB) or Bike Train meet up spots, or even alternative “drop-off locations” without a supervised walking/biking group, and supporting students in facilitating promotion and community participation. Students, teacher(s), or even vetted community members 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 to walk or bicycle together on non-event days. 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.

### **Potential Meet-Up Locations**

*(consult with students/parents/staff to confirm locations are appealing and/or add new locations)*

#### **North**

- Parking lot(s) on the corner of Sebastopol Road and Burbank Avenue

#### **South**

- Corner of Liana Drive and Burbank Avenue

#### **West**

- Corner of Lazzini Avenue and Stony Point Road or parking area(s) of nearby apartment complexes

#### **East**

- Bayer Park and Gardens

- Pursue opportunities to provide free bicycle education, e-bicycle education, as well as adult “Smart Cycling” to parents who may not feel comfortable or knowledgeable about bicycling.
- Pursue opportunities to educate parents and neighbors about California’s Daylighting law. SRTS has created materials that schools can share re: the daylighting law here: [English Flyer](#) [Spanish Flyer](#) [English Social Media Infographic](#) [Spanish Social Media Infographic](#)
- 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:**

- The school Crossing Guard requested law enforcement presence at Lazzini Ave and Comalli St one day a week for a few weeks, to discourage poor behavior and to issue tickets for illegal behavior.
- Monitor traffic in surrounding neighborhood to provide enforcement of illegal behaviors.
- Respond to school or city requests for targeted enforcement or speed trailer placement as indicated above
- Partner with SRTS to educate community members about California's new daylighting law, E-Bicycle and E-Motorcycle regulations, and more.

## **Transit Information/Options:**

1. All students at the school can ride CityBus, Sonoma County Transit and SMART free of charge.
2. If the school needs assistance planning school trips on transit, please use the tools on our website or contact Yuri Koslen, Senior Transit Planner, directly. If staff at the school need training passes in order to train students on riding the bus, CityBus can make those available to staff at any school in Sonoma County.
3. Transit infrastructure related to this site.
  - a. Current for Roseland Creek Elementary School/RAMS, the SRTS Study Map reveals students geocodes dispersal, showing that many students/families are served by CityBus, however there is not service directly to Roseland Creek Elementary School.
    - i. The closest CityBus bus stops are;
      1. On Stony Point Rd, less than ¼ mile at Lazzini Ave., served by Route 15
        - a. Or at Southwest Community Park just over ½ mile from the school
      2. On Sebastopol Rd, less than ½ mile at Burbank Ave., served by Route 2
4. City short / long term transit planning
  - a. Currently no long-term plans recommend service to Burbank Ave. However, CityBus current planning documents recommend providing more service to SW Santa Rosa, including Moorland Ave.
  - b. This spring CityBus has begun a Transit Planning effort. If the school/district would like to be notified of this effort to advocate for future service, please send Yuri Koslen an email to request to be notified once the planning process begins: [ykoslen@srcity.org](mailto:ykoslen@srcity.org)

## **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 (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 30<sup>th</sup>). 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](http://www.sonomasaferroutes.org). To request to receive our SRTS E-Newsletter directly, email [christina@bikesonoma.org](mailto:christina@bikesonoma.org)

#### Appendix: Walk Audit Pictures:



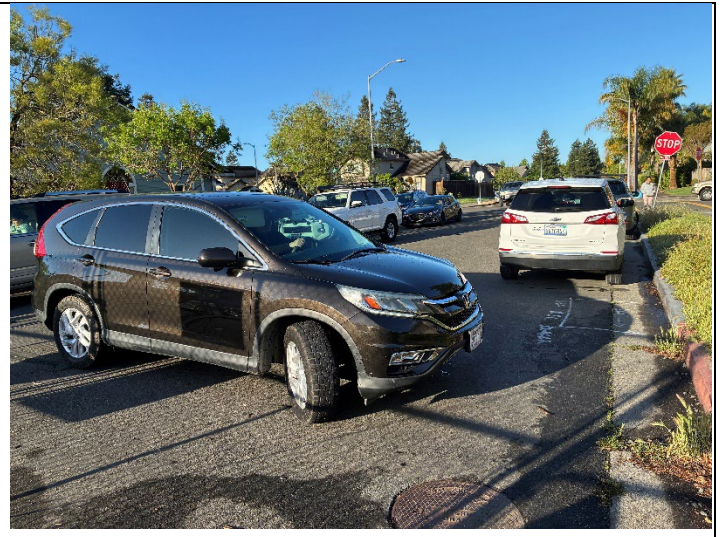
Drop-off at Lazzini & Comalli – cars stopped/parked at corner(s)



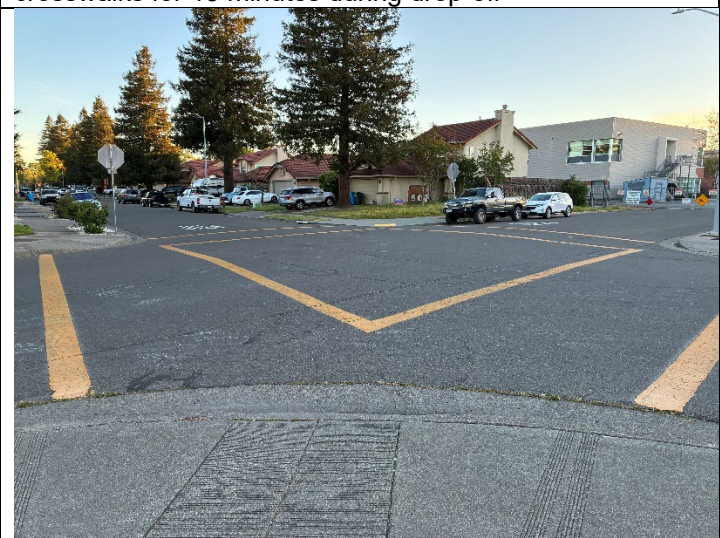
Cars double parked on Lazzini, with kids trying to cross around them



This vehicle blocked one of the Lazzini & Comalli crosswalks for 15 minutes during drop-off



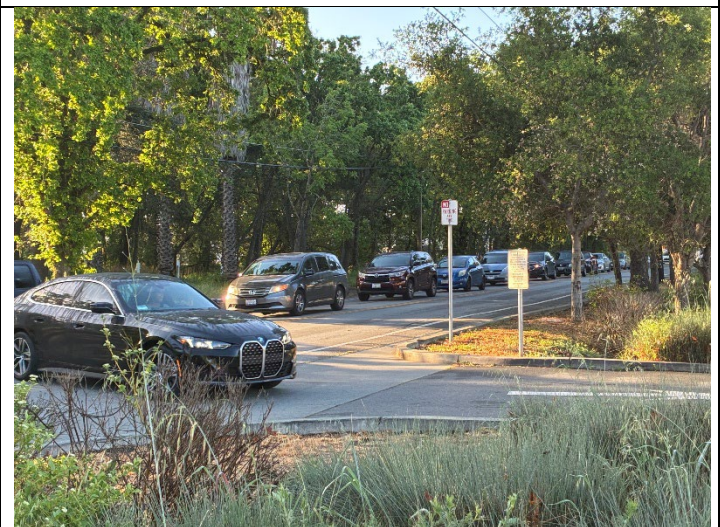
Car attempting to make a u-turn in the cul-de-sac at end of Lazzini



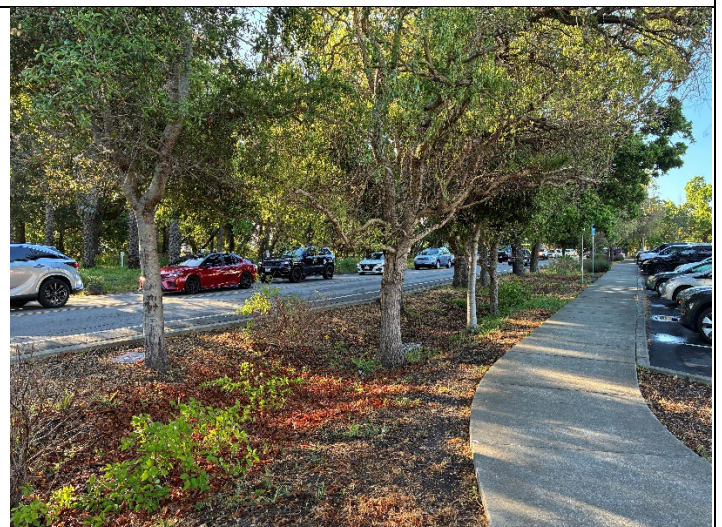
Lazzini & Comalli intersection would benefit from bulb-outs to shorten crossing distance & improve visibility, and barriers to prevent illegal parking at corners. Also, consider blocking entrance to cul-de-sac at gate with cones.



Many drivers heading north on Burbank turn left into the school driveway, despite school policy advising against this.



Left turning vehicles significantly back up traffic on Burbank resulting in drivers potentially wanting to speed



Line of cars...

through the Burbank crossing once they pass that jam point.



Lack of sidewalks or sidewalk gaps along Burbank Avenue are a barrier to travel



Lack of sidewalks or sidewalk gaps along Burbank Avenue are a barrier to travel



Consider additional improvements to the intersection of Lazzini Avenue and Stony Point Road



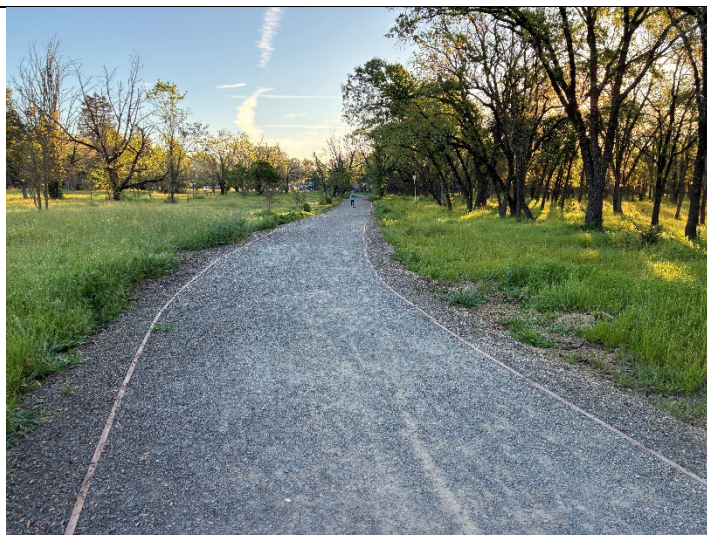
Consider traffic calming measures on Lazzini Avenue, such as speed tables, edge lines, or bicycle lanes.



Refresh crosswalk paint at the intersection of Burbank Avenue and Hughes Avenue



Consider improvements to the crossing at Burbank Avenue & Sunset Avenue.



Consider traffic calming measures on Rose Avenue, such as speed humps and striping

Continue to improve the shared-use path between McMinn Ave & Stony Point Road

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*Funding for FY 2025-26 Safe Routes to School Walk Audit/Site Assessments is provided in part by the California Department of Public Health's Kids' Plates Program.*