



Roseland Elementary School

Wednesday, March 26, 2025



In attendance: Christina Panza (SRTS Director), Sarah Hadler (SRTS Education/Encouragement Program Manager), Torina Wilson (City of Santa Rosa Senior Transportation Planner), Mike Vanmidde (City of Santa Rosa Associate Traffic Engineer), Amy Eng (Principal), Laurel Green (PE Teacher), Tony Tapia (5th Grade teacher, neighborhood resident), Brian Wright (2nd Grade Teacher, bikes to school), Elba Rodriguez (Student Services Manager), Carmelita Torres (parent/Yard Duty Staff)

Route: Began at school entrance in the “office” parking lot. Observed drop off in the office parking lot, and on Sebastopol Rd. Walked east on Sebastopol Rd to the “cafeteria” parking lot, and observed drop off at that location. Continued east on Sebastopol Rd. to West Ave. Headed south on West Ave. to Sunset Ave. Walked west on Sunset Ave. to McMinn Ave. Headed north on McMinn Ave. to Sebastopol Rd., then east on Sebastopol Rd. back to the school campus.

Pick up/Drop off: Morning drop off and afternoon pick up for the school takes place primarily in the two school parking lots/driveway loops on the north side of campus – the “office” parking lot west of campus, and the “cafeteria” parking lot east of campus. School staff park in both lots, as well as parents who are able to get a spot and walk their students into class.

Parent drivers enter the office parking lot from the western driveway (entrance only), and are instructed to drive around the edges of the parking lot and drop off their students at the sidewalk in front of the school office entrance. They exit the parking lot from the eastern driveway (exit only), and can head either west or east on Sebastopol Rd.

Parents/students may also enter campus from the back gates on the south side of campus, off Sunset Avenue. This entry is primarily utilized by parents/students who live in the neighborhood and walk to school.

Some parents may park and walk from West Ave., Sunset Ave. and McMinn Avenue, but school representatives indicated that the vast majority drop off in the two parking lots on Sebastopol Rd.

There are two yellow school buses and 1 smaller special needs bus serving students.

School Information:

Address	950 Sebastopol Rd. Santa Rosa, 95407
Morning Bell(s)	8:30am
Afternoon Bell(s)	2:22pm (TK-K); 3pm (1 st -6 th)
Grade levels	TK-6
Enrollment	474
School type	neighborhood
Student's proximity to school	2024-25 GIS Map Data 474 Geocoded Students 436 live within 2 miles of the school (92%) 349 live within 1 mile (74%) 228 live within ½ mile (48%) 72 live within ¼ mile (15%)
Participating School in Sonoma County SRTS program?	Yes
Student Travel Mode info	Walk – 16% Bike – 1% Other – 0% Carpool – 4% School bus – 10% Transit – 1% Single Family Vehicle – 69%
Safe Routes to School Non-Infrastructure Programming (2024-25)	2 nd Grade Pedestrian safety lessons 4 th Grade Bicycle Basics Lessons, Bike Rodeo Monthly Walk/Roll to School Events

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.

School Parking Lot(s)

Concerns & Observations:

Office Lot:

- In the office parking lot, drivers are to circle around the edges of the lot and drop off students on the sidewalk in front of the school office entrance. However, some parents cut through the middle lane of the lot to drop off students, although technically only the school bus is permitted

to utilize that lane. School staff put out cones to block that lane from parent drivers. However, they need to remove them to allow the bus to enter, and this can be challenging to make time for, therefore, they do not always put the cones out.

- The lot becomes extremely congested at drop off/pick up, and as a result, parents often let their children out of their vehicles in areas other than the designated sidewalk drop off area, particularly parents who drive through the middle lane, since they are unable to get to the sidewalk in front of the office from that lane.
- Many students were observed walking through the parking lot, in-between cars, to get to campus. The lot is so congested that it can be difficult to see students, particularly smaller students.

Cafeteria Lot:

- As with the office lot, drivers are to circle around the edges of the lot to drop off students. However, students are forced to walk in the parking lot to get to the cafeteria entrance, because the sidewalk in front of the cafeteria entrance is fenced off.
- At the parking lot exit, many drivers pull forward into the sidewalk before making a right turn. Due to the congestion on Sebastopol Rd., often drivers need to wait at the exit before turning, effectively blocking the sidewalk. This may be due to a fence and/or tree to the right of the exit that blocks sightlines. Numerous students and parents were observed maneuvering around cars blocking the sidewalk, then walking through the parking lot, because they were unable to continue walking on the blocked sidewalk.

Potential Solutions (School District):

- Site administration indicated that the school/district have developed (or are in the process of developing) a plan to reconfigure the drop off/pick up zones. The plan will entail demolishing structures and reconstructing the lot to create one big parking lot/drop off zone, instead of having two smaller zones.
- In the reconfiguration plan, a clear path of travel should be designated for students who are traveling on foot, whether from parked vehicles or from the sidewalk on Sebastopol Rd., to avoid situations where students are weaving in and out of parked vehicles to get to campus.
- In the reconfiguration plan, remove sight-line barriers for drivers exiting the parking lot, to prevent drivers from continuing to block the sidewalk for pedestrians.
- City Planning/Engineering staff welcome the school/district to share reconfiguration plans, as they may have valuable insights and feedback, given their experience with and familiarity of the area and the school site, as well as local traffic impacts.

Sebastopol Rd. between McMin and Dutton Ave.

Concerns and Observations:

- Sebastopol Rd. is a heavily traveled, multi-lane roadway on the high injury network for the city of Santa Rosa. It is a major barrier to those who might live close enough to walk/bicycle but who do not feel safe traveling across or along that corridor.
- Currently, due to the construction at Sebastopol Rd. and West Ave., congestion along Sebastopol Rd. along the school frontage is significantly worse. This is because the functionality of the signalized intersection was damaged by the construction, forcing drivers to stop for longer periods than necessary.
- Drivers turning right (east) onto Sebastopol Rd. from the school office parking lot exit were frequently observed illegally driving along the shoulder/in the bike lane, rather than properly entering the travel lane on Sebastopol Rd, in order to avoid congestion and get to the right turn lane approaching West Ave.

- 5th and 6th grade students go to the Boys and Girls Club on the north side of Sebastopol Rd. after school. Typically, students crossed the street at Sebastopol and West Ave., accompanied by Boys and Girls Club staff. At the time of this report, school staff indicated that students are unable to cross the street at Sebastopol and West Ave. due to construction,. School staff shared that Boys and Girls Club staff have been escorting students at the crossing of Sebastopol Rd. and McMinn Ave. However, some students traveling to/from Boys and Girls Club (outside of the escorted time) have been observed darting across Sebastopol Rd. mid-block. City staff clarified that the north/south crossing on the West side of West Ave is still in service and available to use at all days and times. They indicated that this crossing could still be used by Boys and Girls Club staff and students. During active construction, the contractor is required to escort pedestrians through and around any construction activity.
- Staff/parents inquired about whether it might be possible to construct a mid-block crossing on Sebastopol Rd. between West Ave. and McMinn Ave, because the distance between the school frontage and both the West Ave. and McMinn Ave. feels inconvenient, and can result in unsafe behavior(s) by students and parents.
- The bicycle lane on Sebastopol Rd. disappears on the approach to Dutton Ave., forcing bicyclists to look over their shoulder and maneuver into the travel lane in order to continue. This is extremely challenging for all but the most confident cyclists.

Potential Solutions (City of Santa Rosa):

- The City's 2018 Bicycle and Pedestrian Master Plan, Active Transportation Plan, and Roseland Specific Plan all call for a Class IV protected bike lane on Sebastopol Road fronting the school. This will provide dedicated bicycle facilities along the school frontage, and will include a vertical delineation that may dissuade some inappropriate driver behavior that was observed. This improvement would likely include a protected intersection at West Ave and a shortening of the crossing distance at McMinn Ave.
- There is potential for short term solution, using delineators, to mitigate parents from exiting the "office" parking lot and using the southern Sebastopol Rd shoulder to bypass traffic and turn right at West Ave. Staff will look into this opportunity and determine if it is feasible given the CityBus and emergency access that would need to be maintained at this location.
- Work with contractors to resolve issues with the light timing at the West Ave. and Sebastopol Rd., preferably sooner rather than later rather than when the construction project is complete.
- A mid-block crossing on Sebastopol Rd. between West Ave. and McMinn Ave. is not recommended due to safety concerns. Due to the volume and speed of traffic on Sebastopol Rd. it is recommended that the city focus on enhancing safety at existing signalized intersections, and for students to be directed to cross at those locations.

West Avenue between Sebastopol Road and Sunset Avenue

Concerns & Observations:

- Sidewalks along West Ave. are narrow and in poor condition in some areas. At times, overgrown brush and foliage blocks the roadway.
- West Ave. itself is fairly narrow, and cars may park with at least one passenger side wheel up on the curb, partially blocking a sidewalk that is already narrow for pedestrians.
- Parked cars near intersections and driveways, as well as vehicles entering/exiting the many residential and apartment complex driveways along West Ave., can be a hazard for pedestrians and/or bicyclists traveling along the sidewalk.
- At the intersection of West Ave. and Sunset Ave., participants shared concerns that there are painted crosswalks across Sunset Avenue, and across the south side of West Ave., but not across the north side of West Avenue, and that many students/parents cross West Ave. on the

north side because of the apartment complex at that location. However, it was also observed that the crosswalk across the south side of West Ave. connects a curb on the west side of West Ave. with a driveway on the east side of West Ave., which typically would not be done. Unfortunately, the situation is the same on the north side of West Ave., with a driveway on the east side of West Ave.

Potential Solutions:

- Report hazards (overgrown bushes, tripping hazard on sidewalks, etc) on the [My Santa Rosa](#) App. Those requests go straight to City staff to be addressed via work orders and/or homeowner notification.
- Enforcement of illegal parking behavior (Santa Rosa Police Department)
- Continued reminders to students/parents walking and bicycling on the sidewalk along West Ave. and on other neighborhood streets, to look out for vehicles entering/exiting driveways, and, if bicycling on the sidewalk, to behave like a pedestrian (school/district)
- At the intersection of West Ave. and Sunset Ave (City of Santa Rosa):
 - Daylight (red curb) the intersection at each approach to prevent vehicles from parking and blocking sight-lines off/for pedestrians
 - Shorten crossing distance/tighten turns with bulb outs

Sunset Avenue between West Avenue and McMinn Avenue

Concerns and Observations:

- Sunset Avenue is a narrow roadway, and sometimes, with parked cars, there is not enough room for traffic to travel in both directions without having to stop to let other drivers pass by.
- Apples and Bananas Preschool and the back-gate to the campus are located on Sunset Ave. Across the street is a large apartment complex.
- School staff indicated that prior to the construction of a new fence and gate(s) at the back of campus in ~2022-23, parents/students could not enter/exit campus from Sunset Ave. However, they received numerous parent requests to enter campus from that location, and in 2023, made the decision to allow entry to campus from the back gate. However, the back gate is locked at 8:25am, so parents/students arriving late must enter from the main (office) entrance. Principal Eng indicated that at least 10 families enter campus from this location on a typical day.
- Principal Eng inquired about whether a mid-block crossing could be added on Sunset Avenue, to facilitate parents & kids from the neighborhood to safely cross Sunset Avenue from the apartment complex and neighborhood to Apples & Bananas preschool and the back gate of campus. City staff indicated that a mid-block crossing had previously existed at that location, prior to 2010, but was removed (after public notice, comments, etc), because it was not being utilized. At that time, the Apples and Bananas Preschool was not at that location, and there was no access to campus from the back gate.
- Participants expressed that drivers often go faster than the road feels like it should accommodate, along Sunset Ave., particularly on the approach to McMinn Ave.
- Many students/parents utilize the crosswalk at Sunset Ave. and McMinn Ave.

Potential Solutions

- A mid-block crossing on Sunset Avenue would require either:
 - Removal of ~20 parking spaces to ensure visibility and compliance, given the curvature of the roadway that impedes sight distance.

- Or, installation of an RRFB (flashing beacon) and high visibility signage, which would require removal of only a couple of parking spaces – but would have significant cost.

The City has a long list of locations where RRFB's have been requested and/or are needed, and limited funding/capacity for installation. In order to add Sunset Ave. and McMinn Ave. to this list, the City would require the district/neighborhood to demonstrate both the need and desire for a mid-block crossing at this location. This could be achieved through pedestrian count(s) during pick-up/drop off and at other busy times of day/days of week and a petition signed by a significant number of neighbors.

- Consider improvements to the intersection of Sunset and McMinn to slow traffic and improve conditions/visibility for pedestrians:
 - Repaint crosswalks yellow
 - Add bulb-outs to shorten crossing distances
 - Daylight (paint red) curbs at each approach to the intersection to remind drivers that it is illegal to park within 20 feet of the approach to a crosswalk/intersection.
- Consider speed cushions on Sunset Avenue between the two driveways for 4Cs Preschool.

McMinn Avenue between Sunset Avenue and Sebastopol Rd

Concerns and Observations:

- Speeding was the main concern expressed on McMinn Avenue.
- See above concern re: intersection of Sunset Ave. and McMinn Ave.

Potential solutions

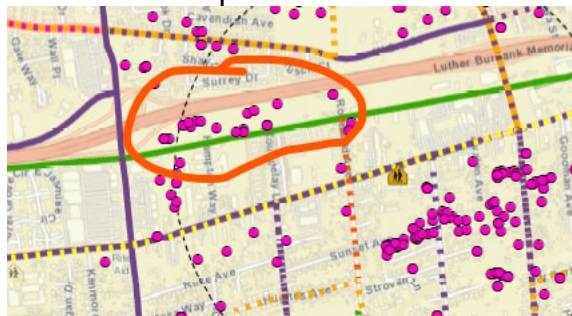
- See above concern re: intersection of Sunset Ave. and McMinn Ave.

McMinn Avenue is identified as a potential Bicycle Boulevard in Santa Rosa's Active Transportation Plan. Therefore, consider speed cushions and other traffic calming measures appropriate for this type of corridor, on McMinn Avenue between Odell Ln. and Sebastopol Rd.

Joe Rodota Trail

Concerns and Observations:

- A number of families live on the north side of the Joe Rodota Trail in easy walking/bicycling distance of the school. However, school staff and parents expressed the trash and homeless people who live along that stretch of the path are a barrier to active transportation.



Potential Solution:

- We discussed the school notifying Sonoma County Parks and/or the Sheriff in advance of planned Walk/Roll events, to request that the path be cleared ahead of the event. If law enforcement is able to confirm that this will occur, the school could then notify families that conditions on the path are favorable, and encourage them to establish a “meet up spot” and

walk to school together. If more families are motivated to travel that short distance along the path, they (or the school) may continue to notify law enforcement when conditions do not feel safe, which may result in better conditions overall.

- A new development at the intersection of Sebastopol Road and West Avenue (Tierra de Rosas) will extend West Avenue north and connect bicycles and pedestrians to the Joe Rodota Trail. Students/parents could utilize this new walking path to travel to/from school, avoiding portions of the Trail.

District/School SRTS Considerations:

- Continue to establish/promote current (as suggested above) “Walking School Bus” (WSB) or Bike Train meet up spots, and supporting school “SRTS Champions” (may be school staff or a parent or a team that includes both) to facilitate promotion and community participation. School administration, teacher(s), 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 can operate a couple times a year, once a month, or even once a week during certain months, depending on capacity.
 - Two potential meet up spots were discussed at a Parent Club meeting in January, the Roseland Library and Food Maxx
- Continue 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 assist the SRTS program in data and information to maintain understanding of travel behavior and barriers to travel at CCLA.
 - 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, bus and travel in single-family vehicles in both the morning and afternoon on a typical day.
 - Distribute parent surveys, as requested, to collect more comprehensive feedback on the barriers to walking & bicycling as well as preferred routes to school.
- 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 Sebastopol Rd, provide enforcement of illegal behaviors.
- Continue to monitor conditions along the Joe Rodota Trail and respond to school/community requests to improve unfavorable conditions.

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 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.
3. **Current CityBus Routes & Potential Improvements**
 - a. Most of the areas within the 2 mile radius of the school, where students live, is served by CityBus.
 - i. CityBus primary routes serving the school are;
 1. [Route 2](#) and [2B](#) each operate every 30 minutes / thus the campus has service every 15 minutes both east bound and west bound on Sebastopol Rd
 - a. Closest CityBus bus stop served by Route 2 & 2B to the campus are;
 - i. Eastbound
 1. Sebastopol Rd. between West Ave and McMinn Ave., directly in front of the school. Bus stop # 80161
 - ii. Westbound
 1. Sebastopol Rd. @ West Ave - Bus stop #80134 – with shelter, bench and trash can
 - a. Due to construction the bus stop has been moved just west of the Frosty Freeze temporarily
 2. [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 are;
 - i. Eastbound
 1. Sebastopol Rd. between West Ave and Avalon. Bus stop # 80162 - with shelter, bench and trash can
 - ii. Westbound
 1. Since the Route 12 is a loop, the school isn't served westbound by this route.
 - b. Feasible improvement if the school would like to advocate for improved transit.
 - i. Changes/additions to bus stop # 80161
 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. Maintain high frequency transit service on Sebastopol Rd with direct connections to the SMART Station
 - 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, in order to identify barriers to active transportation, 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:



Parents drive through middle lane of parking lot instead of circling around edges, and this often results in students existing vehicles away from the sidewalk.



Congestion in office parking lot. Vehicles can turn left or right out of the lot.



After exiting office parking lot, parents often turn right into the shoulder/bike lane instead of driving into the travel lane, as the car on the left is doing.



Two parents driving in the shoulder/bike lane instead of in the travel lane.



Cafeteria parking lot: parent exiting lot is blocking sidewalk for walkers, who either must walk into the roadway or through the parking lot to get to the school entrance. Also, note congestion on Sebastopol Rd. leading up to the light at West & Sebastopol Rd.



Parents and students who enter the school at the Cafeteria entrance still need to walk through the parking lot to get to the entrance, because the fence is on the outside of the sidewalk.

appendix continued...



The light timing at West & Sebastopol Rd. is currently not functioning properly, due to damage during construction. Students are also unable to cross at that location at this time to get to the Boys and Girls Club.



Sidewalks on West Avenue (south of the speed limit sign) are narrow and in poor condition in many areas, and cars often park with their wheels on the curb, blocking the sidewalk for pedestrians.



Participants expressed concerns about the intersection of West Ave. and Sunset Ave. Check daylighting of curbs, consider bulb outs.



They inquired about adding an additional painted crosswalk to the north leg of the intersection, however, the driveway on the opposite side is a barrier to doing this.



Sunset & McMinn Ave



McMinn Ave, approaching Sebastopol Rd



Intersection of McMinn & Sebastopol Rd: potential for protected intersection?



School inquired about the possibility of a mid-block crossing that would enable students/families to get to Boys and Girls Club across the street behind gas station without traveling to West Ave or McMinn.