Village Elementary School
SRTS Walk Audit/Site Assessment

Wednesday, October 21, 2026



In attendance: Christina Panza (SRTS Director), Sarah Hadler (SRTS Program Manager), Alexander Oceguera (City of Santa Rosa Active Transportation Planner), Mike VanMidde (City of Santa Rosa Associate Traffic Engineer); Amy Taganashi (Principal); Alison Zander (SRTS Educator, neighborhood resident); Carla Wiking (parent); Laura Fleming (parent)

In addition to the audit, 16 parents responded to a pre-audit survey, shared by Village, where they were able to share specific areas of concern. Their responses were reviewed and relevant concerns are incorporated into this report.

School Information:

Address	900 Yulupa Avenue, Santa Rosa, 95405
Morning Bell(s)	8:25am
Afternoon Bell(s)	1:55pm (TK/K); 2:25pm (1st-6th)
Grade levels	TK-6
Enrollment	
School type	Traditional Public School
Student's proximity to school	2026-27 GIS Map Data pending
Participating School in Sonoma County SRTS program?	Yes
Student Travel Mode info (September 2026)	Walk – 16% morning, 15% afternoon Bike – 5%

	Other – 2% School Bus – 2% morning, 5% afternoon Transit – 1% afternoon Single Family Vehicle – 71%
Safe Routes to School Non-Infrastructure Programming (2025-26)	2nd Grade Pedestrian safety lessons 4th Grade Bicycle Basics Lessons, Bike Rodeo Multiple Walk/Roll events annually

Route: Began in front of the school main entrance, directly across from the mid-block crossing on Yulupa Ave. Walked north to the first residential driveway north of the school entrance and south of Claremont Court, to observe a sight barrier. Headed back to the school main entrance then crossed Yulupa Ave to the western sidewalk, and walked south, stopping at the intersections of Spring Creek Dr, Princeton Dr, and Mayette Ave. Crossed Yulupa Ave at Mayette Ave to the eastern sidewalk and walked north again to the intersection of Yulupa Ave and Claremont Drive, then headed back on the same side of the street to the school main entrance.

Pick up/Drop off: Morning drop-off and afternoon pick-up take place partially in the school parking lot, entering from the south driveway entrance, and looping through the parking lot to exit from the north or south driveway exits.

Parents also park & walk or drop off their students along both sides of Yulupa Avenue, on side streets such as Spring Creek Drive and Princeton Drive, and in back of the school on Colorado Blvd. We did not observe drop-off on Colorado Blvd.

School buses drop off/pick up on the east side of Yulupa Ave, directly north of the school main entrance.

A crossing guard is stationed at the mid-block crossing in front of the school, and also at Yulupa Ave and Mayette Avenue.

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 Rincon Valley Union School District prior to implementation.

Concerns:

Yulupa Avenue

- Parents/school staff expressed concern about the speed and volume of traffic on Yulupa Avenue, and would like to see additional traffic calming measures, as well as more visibility for drivers re: the speed limit, in order to instruct drivers of where/when to stop, and allowing/engineering for safer distances, particularly during drop-off/pick-up times when children are present in the school zone.
    - "*People drive crazy on Yulupa and it's scary walking everyday to see how careless drivers are.*"

- Parents and school staff are thrilled with the recent improvements to the mid-block crossing on Yulupa Avenue in front of the school. However, the site Principal requested that the vertical delineator currently closest to the northeast curb be moved closer to the curb, to allow for a clear path for the bus to get in and out of the designated bus pick-up/drop-off zone on the east side of Yulupa Ave, just north of the school entrance.
- A parent who bicycles to school with her child shared that drivers are often not aware of bicyclists in the bike lane when opening their car doors, and that riders need to be aware to avoid the door zone, but that drivers also need to be aware of potential riders before opening their doors.
- Parents often park their car(s) in a spot just shy of the driveway of the residence next door to the north of the school, on the east side of Yulupa Ave, upsetting the resident and causing potential conflict for vehicles backing in/out of that driveway.
- The "Yield to Pedestrians" signage on the west side of Yulupa Ave, south of the school, is faded.
- Parents and residents shared that despite Class II bike lanes being present on Yulupa Ave, bicycling along Yulupa Ave is challenging. Some expressed that they would likely advise their children to ride on the sidewalk rather than on the street, conceding that this is not ideal. The bike lane(s) do not feel wide enough, are not clearly marked, and pavement is rough with many cracks and debris. In the afternoons, traffic often backs up at the parking lot entrance/exit, and drivers often queue in the bike lane, forcing bicyclists into the travel lane to get around those vehicles.
- The south entrance to the school/district parking lot is a *"scary place to cross"* for people traveling along the sidewalk on the east side of Yulupa Ave. Drivers are *"in a rush"*, both entering and exiting the parking lot from multiple directions. Visibility around parked cars, even with restricted parking at the approach to the south parking lot entrance, compels drivers exiting the driveway to pull out into the sidewalk/bike lane to prepare to turn.

<u>Spring Creek Drive & Yulupa Ave</u>

- The intersection of Spring Creek Dr & Yulupa Ave is problematic, because it is a blind corner for drivers turning. It can be difficult to see travelers in the crosswalk or bike lane, especially when cars are parked close to the intersection. Drivers are often in a rush, and small children aren't always aware of where they should be looking when crossing at this location.
- Parents expressed that they very much appreciate the new vertical delineators at the intersection, which *mostly* prevent vehicles from cutting the corners and parking right against the north side of the curb. However, they shared that two additional thoughtfully placed delineators would be helpful to guide southbound Yulupa Ave drivers turning west onto Spring Creek Dr around the corner, and to prevent drivers from backing up into the crosswalk when leaving the parking spot closest to the crosswalk on the north side of Spring Creek Dr at Yulupa Ave.
- The bushes at the house on the corner block the view of both drivers and active travelers and need to be frequently trimmed for visibility and accessibility. One parent wrote: "*I do wish neighbors cut back their shrubs so that the sidewalks are fully accessible. Sometime their plants over grow the sidewalk."*
- One parent indicated that along Spring Creek Dr & Claremont Drive, there are *"large lips between sections of sidewalk that are major tripping hazards. We trip and/or fall a couple times per week."*

<u>Princeton Drive & Yulupa Ave</u>

- Parents shared that although there is a pedestrian-activated flashing beacon on Yulupa Avenue at Princeton Drive, it is still a challenging intersection to cross because of the width of the street as well as the traffic volume and speed. One parent shared that her child was almost

hit by a car when crossing Princeton Drive. She wrote, *"A car was waiting for her, and another car sped around the waiting car to turn".* Parents would overall like to see higher visibility for both bicyclists and pedestrians at Princeton Drive, and that *"all those neighborhood streets need clearly marked crosswalks to remind drivers that it's not just a car area."*

Mayette Avenue

- Parents expressed the importance of implementing traffic calming measures on Mayette Avenue. *One parent wrote: "Mayette, between Yulupa and Franquette is incredibly dangerous because people speed on it constantly. It has gotten worse as it has become increasingly popular as an alternative to Hoen. The whole neighborhood is full of children and we want speed bumps on Mayette, just like they have on Spring Creek. Having an officer out there once a year or putting up an electronic sign doesn't cut it."*

Claremont Drive

- Parents also expressed the importance of implementing traffic calming measures on Claremont Drive, because drivers use it as a fast cut-thru street to Hahman Drive instead of driving on Sonoma Avenue. One parent wrote: *"Cars drive very fast in Claremont between Hahman and Yulupa. It needs speed bumps and we also feel nervous biking the kids in the roads."*
- Parents shared concern that drivers travel fast on Franquette Ave and although there is a stop sign on Claremont Avenue at Franquette Ave (two way stop), there is no stop sign for drivers traveling on Franquette Avenue, which can make it challenging to cross at that location.
- As mentioned in the above Spring Creek Dr section, one parent indicated that along Spring Creek Dr & Claremont Drive, there are *"large lips between sections of sidewalk that are major tripping hazards. We trip and/or fall a couple times per week."*

Potential Solutions:

City of Santa Rosa

Yulupa Avenue

- Consider lowering speed limit on Yulupa Ave from 35 MPH to 30 MPH, and to lower the speed limit in the school zone from the current 25 MPH to 20 MPH.
- Consider adding speed/radar signs at appropriate locations at both the northern and southern approach to Village Elementary, that show vehicles actual speed as well as the current speed limit (variable depending on day/time).
- In the mid-block crosswalk in front of the school, relocate the vertical delineator currently closest to the northeast curb even closer to the curb.
- Restrict parking/paint the curb red for just a few feet, in front of the utility pole, adjacent to the driveway just south of the neighbor on the east side of Yulupa Ave whose driveway gets blocked.
- Replace the "Yield to Pedestrians" signage on the west side of Yulupa Ave, south of the school.
- Construct a Class IV separated bikeway along Yulupa Avenue between Princeton Drive and Bennett Valley Road, as recommended in the Santa Rosa Active Transportation Plan.

Spring Creek Dr & Yulupa Ave

- Add two additional vertical delineators on the northwest corner of the intersection, per observation and request of parents referenced in above concerns
- Consider high-visibility (zebra-stripe) crosswalk paint in future
- Repair or patch tripping hazards on sidewalk at identified locations, as requested by school/district/parent(s).

Princeton Drive & Yulupa Ave

- Consider improvements to this intersection to increase safety/visibility for active travelers:
    - *Curb extension at the corners to help shorten crossing distance for pedestrians*
    - *Note: installation of a Class IV Separated bikeway, as recommended in the Santa Rosa Active Transportation Plan, will improve visibility/crossing distance for pedestrians*

Mayette Avenue

- Consider improvements to the Mayette Avenue & Yulupa Avenue intersection to increase safety/visibility for active travelers
    - Curb extensions at the corners to help shorten the crossing distance for pedestrians.
    - High visibility (zebra stripe) crosswalks
    - Daylight (red curb) approaches to intersection
    - *Installation of a Class IV Separated bikeway along Yulupa Avenue, as recommended in the Santa Rosa Active Transportation Plan, will improve visibility/crossing distance for pedestrians*
- Convert Mayette Avenue between Summerfield Rd. and Franquette Ave. to a Class 3 Bicycle Boulevard, as recommended in the Santa Rosa Active Transportation Plan.
    - Lower speed limit from 25 MPH to 20 MPH
    - Add speed cushions

Claremont Drive

- Consider speed management
- Consider intersection improvements (i.e. vertical delineators) at Claremont Drive & Yulupa Avenue, similar to improvements made at Spring Creek Drive & Yulupa Avenue.
- Consider converting the intersection of Claremont Drive and Franquette Ave to an all-way stop.
- Repair or patch tripping hazards on sidewalk at identified locations, as requested by school/district/parent(s).

Additional Santa Rosa ATP recommendations that would benefit Active Transportation safety to/from Village:

- Completion of the proposed Southeast Greenway multi-use path
- Improvements to bicycle facilities along Sonoma Avenue
    - Between Farmer's Lane & Bobelaine Drive: add Buffered Bike Lane (Class IIB)
    - Between Santa Rosa Ave & E St: add Buffered Bike Lane
    - Between Yulupa Ave & Hahman Drive: add Buffered Bike Lane
- Magowan Drive between Yulupa Ave and Hahman Drive: convert to Bike Blvd
- Franquette Avenue between Montgomery Drive and Spring Creek Dr: convert to Bike Blvd
- Franquette Avenue between Spring Creek Dr and Hoen Ave: add Separated Bikeway
- Spring Creek Dr between Hahman Dr and Franquette Ave: class III B
- Along south side of creek between Hahman Dr and Franquette Ave: add shared use path
- Intersection improvements along Montgomery Drive
- Intersection improvements along Sonoma Avenue
- Intersection improvements along Hoen Avenue
- Intersection improvements along Hahman Drive

Safe Routes to School Program:

- Produce materials to educate parents/students/school staff about "The Door Zone"

School/District

Infrastructure/Enforcement Recommendations:

- Report specific hazards (such as sidewalk lips which are a trip hazard, or overgrown bushes), with specific locations, to the City of Santa Rosa Public works (see below info re: the My Santa Rosa App).
- Check in with the Santa Rosa Police department re: scheduling/placement of their speed radar on Yulupa Ave.
- Consider placing a "Watch for Pedestrians" sandwich board sign next to the southern entrance/exit to the school parking lot.
- When funding/reconstruction allows, reconfigure/reconstruct the southern entrance/exit to the school parking lot to replicate grade & slope of the northern exit. The slope of the south driveway entrance/exit fails to maintain a continuous, ADA-compliant pedestrian path, while the north exit utilizes a modern, flat pedestrian transition. Improving this driveway will support safer pedestrian travel because it will slow down vehicles as they enter and exit the driveway.

Non-infrastructure Programming Recommendations:

- 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 maintain a "school team" consisting of site admin, staff (teacher and/or classified staff), and students who can assist with implementation and communications.
- Continue assisting the SRTS program in data and information to maintain understanding of travel behavior and barriers to travel at Village Elementary.
    - Conduct student arrival/departure tallies in September (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.
- Continue maintaining or establishing/promoting new 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.
    - **Current Meet Up Location:** Spring Creek Dr & Franquette Ave (parent led)

- 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 with the specific location and description, and SRTS can report to the city on behalf of the school or parent.

- 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.

- 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, including but not limited to:
  - 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
  - E-Bicycle/E-Moto Safety Guide 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:

- 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:

Transportation and Public Works |Transit Division
45 Stony Point Road | Santa Rosa, CA 95401
Tel. (707) 543-3335 | Online at SRCityBus.org

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, Transit Planner, directly. If staff at the school need training passes in order to train students on riding the bus, SR Transit can make those available to staff at any school in Sonoma County.
3. Transit infrastructure related to this site.
    a. Village Elementary is located on Route 8
        i. Route 8 – Operates twice an hour on Yulupa Ave NORTHBOUND only
            1. Closest bus stop is
                a. Northbound @ Princeton Dr. bus stop # 80334 or @ Claremont Ct bus stop #80335
        ii. Route 18 – Operates once an hour on Yulupa Ave SOUTHBOUND only
            1. Closest bus stop is
                a. Southbound @ Sonoma Ave bus stop # 80538
4. Feasible improvement if the school would like to advocate for improved transit.
    a. Changes/additions to bus stop on Yulupa Ave.
    b. Add shelters, benches or real-time sign and information could be discussed
    c. More dialoged with CityBus staff regarding any matter of concern that the school may have.
    d. Be in communication with School staff regarding Bell times and current schedule.
5. City short / long term transit planning
        i. CityBus is evaluating the ridership and importance of Route 18. This particular route is a low performer and changes maybe made in the future.

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 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.sonomasaferoutes.org. To request to receive our SRTS E-Newsletter directly, email christina@bikesonoma.org

Appendix follows…

Appendix: Walk Audit Pictures & Active Transportation Plan Maps



Improved crosswalk in front of school – move closest delineator on the right closer to curb



Yulupa Avenue, southbound from school entrance



South parking lot entrance, exit



Yulupa Avenue, northbound from school entrance



Restrict parking in front of this utility pole on east side of Yulupa next to neighboring residence



Intersection of Spring Creek Dr & Yulupa Ave – add bollard



Intersection of Spring Creek Dr & Yulupa Ave– add bollard to prevent drivers from backing up into where this person is standing



Princeton Dr & Yulupa Ave intersection



Mayette Ave & Yulupa Ave intersection



Mayette Ave – traffic calming needed

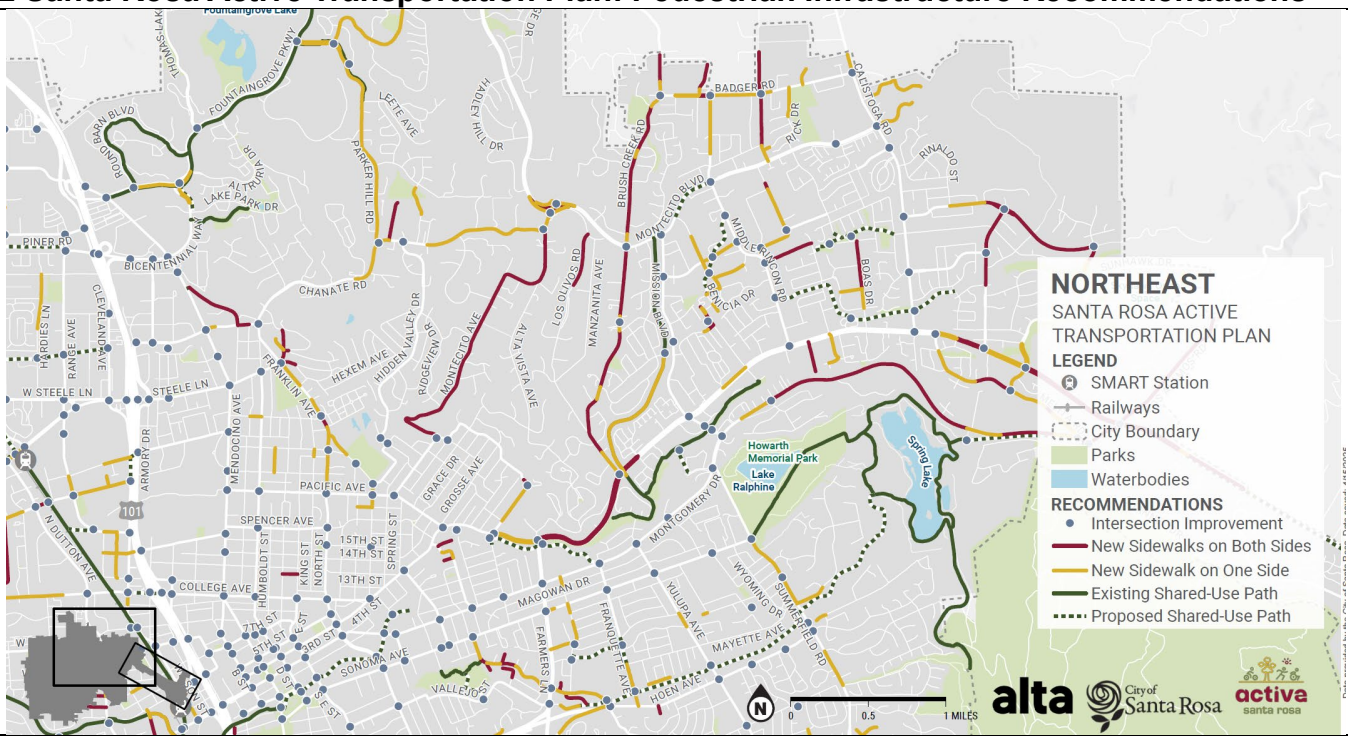


Entering school zone on Yulupa Ave, northbound

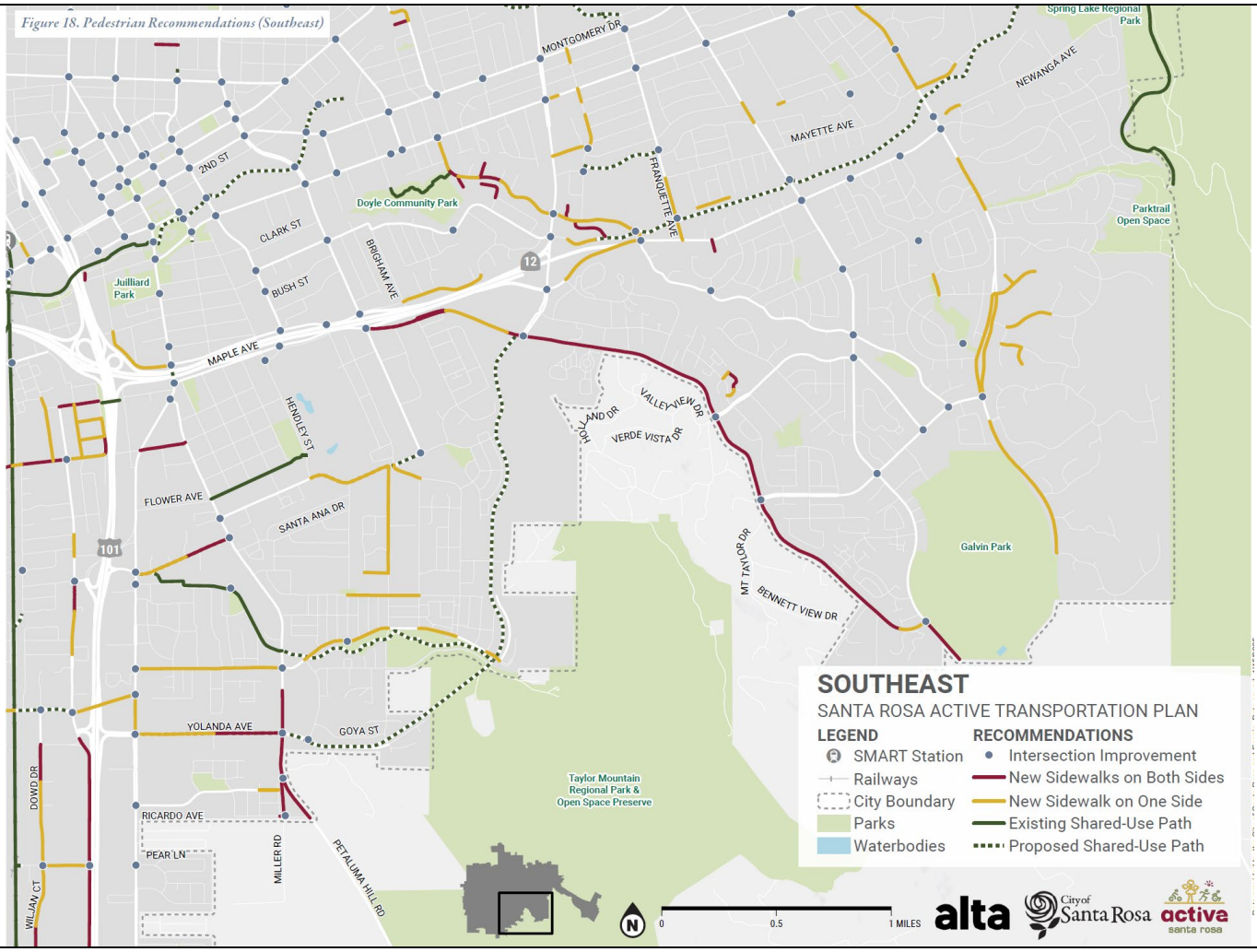


Intersection of Claremont Dr & Yulupa Ave

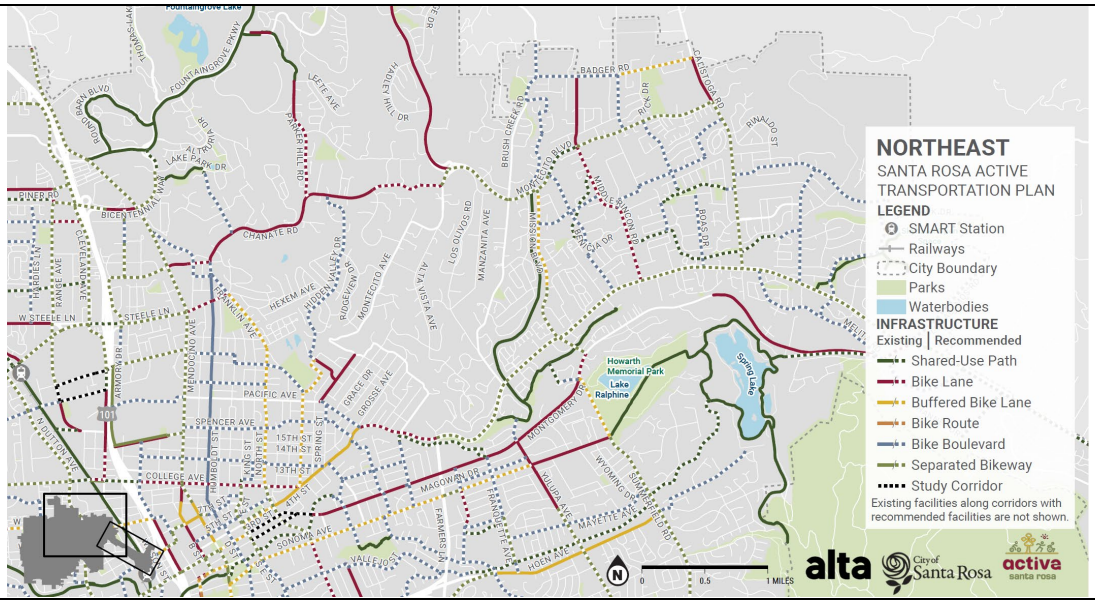
NE Santa Rosa Active Transportation Plan: Pedestrian Infrastructure Recommendations



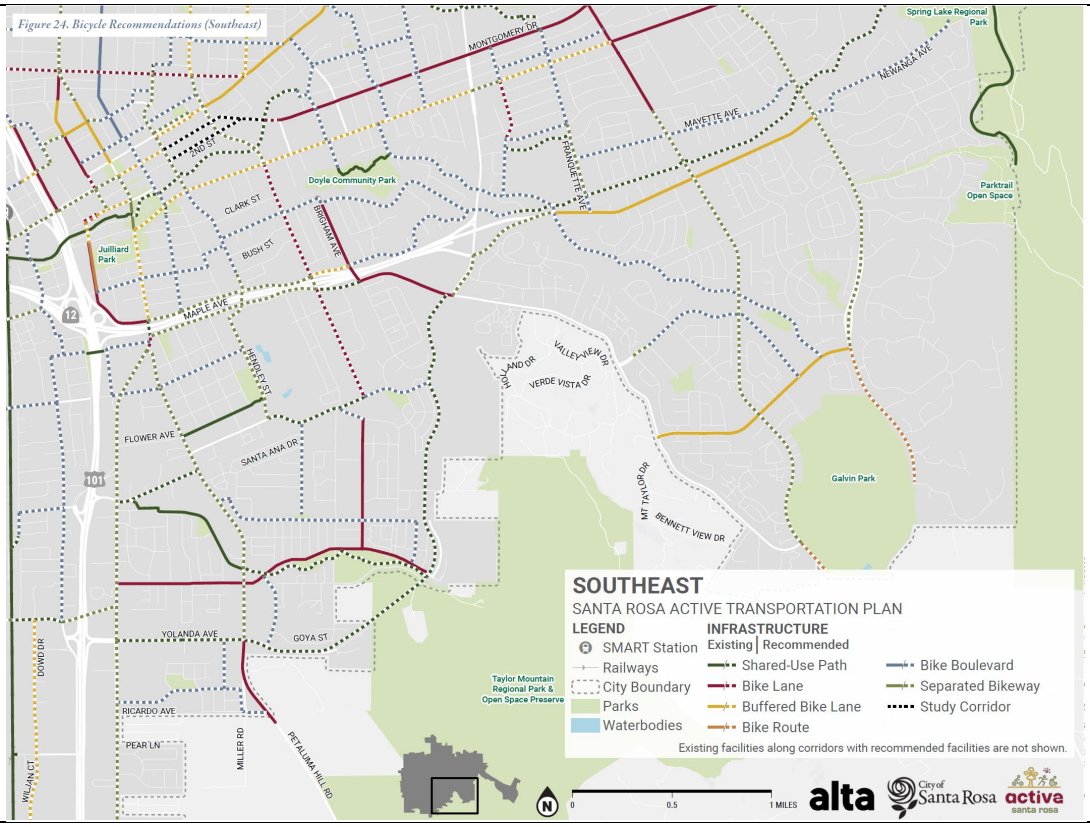
SE Santa Rosa Active Transportation Plan: Pedestrian Infrastructure Recommendations



NE Santa Rosa Active Transportation Plan: Bicycle Infrastructure Recommendations



SE Santa Rosa Active Transportation Plan: Bicycle Infrastructure Recommendations



Funding for FY 2026-27 Safe Routes to School Walk Audit/Site Assessments is provided in part by the California Department of Public Health's Kids' Plates Program.