



# Corona Creek Elementary & Kenilworth Junior High School SRTS Walk Audit/Site Assessment

Thursday, December 12<sup>th</sup>, 2024



**In attendance:** Christina Panza (SRTS Director), Sarah Hadler (SRTS Program Manager), Bjorn Gripenburg (Active Transportation Planner, City of Petaluma), Sgt. Walt Spiller (Petaluma Police Department); Michael Gardner (Waugh Superintendent), Bennett Holley (Corona Creek Principal), Jessica Dennen (Vice Principal, Kenilworth), Kristine Weeks (Waugh Trustee & parent), Brian Meux (Corona Creek Parent), Lisa Johnson-Foster (Corona Creek & Kenilworth Parent), Abraham Schroeder (Corona Creek parent), Kelly Bond (neighborhood resident & staff at Fehr & Peers Consulting firm)

**Route:** We began in front of Kenilworth, on Riesling Rd. Walked northwest on Riesling to where it curves west into Hartman Lane. Headed southwest on Hartman Lane to the intersection of Hartman Ln. and Ely Road N. Headed southeast on Ely Rd., turned north on the Corona Creek Trail, followed the trail back to Riesling, then walked southeast on Riesling back to Kenilworth.

## **Drop off/Pick up:**

The audit took place at pick-up time at Kenilworth and Corona Creek. It was a rainy day and we were unable to observe the entire pick-up at either site. The following is noted about pick up/drop off based on observations and discussions with school staff and parents:

- Access to Kenilworth Junior High is from Riesling Road and Dover Lane. Drop off/pick up at Kenilworth takes place in two locations, which staff indicated are fairly evenly divided:
  - Along the curbsides of Riesling Road, and also in the school driveway loop, with drivers loading and unloading in one direction through the school driveway loop, entering the driveway from Riesling at Sandstone Way and exiting at the middle driveway.
  - Along the curbsides of Dover Lane, and also through a one-way on-site loop with entry from Dover Lane at the intersection of Dover Lane/Lansdowne Way and exits on Dover Lane near the intersection of Dover Lane/Riesling Road.
- Crossing Guards for Kenilworth are stationed at Riesling and Sandstone for both morning drop off and afternoon pick up, and a crossing guard is stationed at Dover and Riesling for afternoon pick up only.

- Drop off/pick up at Corona Creek primarily takes place in the one-way school driveway loop. Drivers enter the school driveway on Hartman Lane near its intersection with Riesling Road, and exit at the school driveway near Quarry St. There are a few parking spaces for parents in the driveway loop, but many drivers park on Hartman Lane, Riesling Rd and Quarry Street walk their children in/out of campus.
- Crossing Guards for Corona Creek are stationed in both the morning and afternoon at Ely & Hartman and at Hartman and Quarry.

**Bicycle Facilities:**

- Corona Creek: Located at the back of the staff parking lot, on the side of the school. According to school staff, there is space for over 50 bicycles, with a combination of newer metal racks (installed during the 23-24 school year) and older concrete racks. A few parents in the Spring 2023 parent survey mentioned that they were not aware of where the bicycle parking facilities at Corona Creek were located. School staff have indicated that they will highlight the location of bike parking facilities in future school communication.
- Kenilworth: Located on the northwest side of the school near the front school parking area off of Riesling Rd. There is a fenced and gated bicycle cage with 4-5 grid shaped racks. A sign posted on the fence says “Notice: Bikes have been stolen from this compound & may be stolen in the future” and Warning: Store bikes here at your own risk.”
- Several parents in the Fall 2024 survey mentioned that Kenilworth Junior High School needs more bike racks. They said that students don’t bike because it takes a long time to get bikes out of racks at the end of the day, because it is too congested and they want to get home. It was also mentioned that the bike area hasn’t felt safe, kids’ seats have been removed and thrown over the fence or stolen.

**School Information:**

|   | <b>Corona Creek Elementary</b>   | <b>Kenilworth Junior High</b>  |
|---|--|--|
| Address   | 1851 Hartman Lane, Petaluma, 94954   | 800 Riesling Rd, Petaluma, 94954   |
| Morning Bell(s)                                     | 8:15am (all grades)  | 8:15am   |
| Afternoon Bell(s)                                   | M, T, Th, F: (TK-K, 2:00pm); (1 <sup>st</sup> -6 <sup>th</sup> , 2:45pm); W: (TK-K, 1:15pm); (1 <sup>st</sup> -6 <sup>th</sup> , 1:30pm)   | M, T, Th, F: 2:20pm<br>W: 1:20pm   |
| Grade levels  | TK-6   | 7-8  |
| Enrollment  | 402 (24-25)  | 839 (23-24)  |
| School type   | Traditional  | Traditional  |
| Student’s proximity to school                       | 402 geocoded students in 24-25<br>51 live within ¼ mile of school (13%)<br>124 live within ½ mile of school (31%)<br>207 live within 1 mile of school (51%)<br>248 live within 2 miles of school (62%) | 839 geocoded students in 23-24<br>20 live within ¼ mile (2%)<br>94 live within ½ mile (11%)<br>212 live within 1 mile (25%)<br>352 live within 2 miles (42%) |
| Participating School in Sonoma County SRTS program? | Yes  | No   |
| Student Travel Mode info (Sept 2024 student)        | Walk – 22%<br>Bike – 4%<br>Other – 0%<br>Carpool – 10%   | n/a data not collected   |

|  |  |   |
|--|--|---|
| arrival/departure tally data)                                  | School Bus – 0%<br>Transit – 0%<br>Single Family Vehicle – 65%   |   |
| Safe Routes to School Non-Infrastructure Programming (2024-25) | 2 <sup>nd</sup> Grade Pedestrian safety lessons<br>4 <sup>th</sup> Grade Bicycle Basics Lessons, Bike Rodeo<br>5 <sup>th</sup> Grade Mapping & Communication lessons<br>Monthly Walk/Roll to School Events | n/a, not enrolled; <i>PE teachers utilized the Sonoma County SRTS program’s online “Drive a Bike” video modules in 22-23 to teach grades 7&amp; 8 PE students bicycle safety &amp; indicated they would implement on alternate years. Confirmation pending.</i> |

**OBSERVATIONS, 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 of Petaluma and/or Petaluma City Schools prior to implementation.*

**Concerns and Observations:**

At both the audit, and in the Spring 2023 and Fall 2024 parent surveys, the following concerns were expressed in the vicinity of the area that was audited, in order of what was observed:

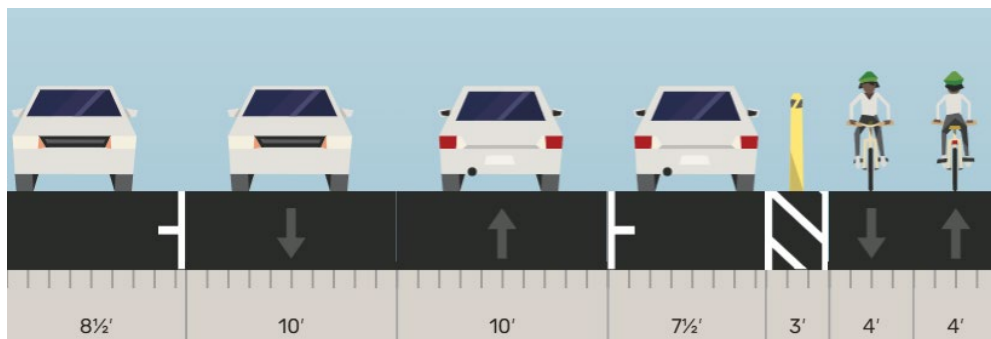
- There were two lanes of vehicles waiting to enter the school driveway loop at Kenilworth Junior High, which backs traffic up on Riesling. Cars parked on the east (school) side of Riesling, directly south of the school driveway loop entrance obstructed traffic flow into the school driveway loop entrance, and could obstruct the view of oncoming motorists of pedestrians within the crosswalk.
- Parents expressed concern about the pick-up/drop-off area on Dover; parking violations such as parking in red zone or on wrong side of roadway, and lack of monitoring of area.
- Parents expressed concern about the volume of traffic, distracted drivers, unsafe passing maneuvers, and failure to yield to pedestrians along Riesling and Hartman Lane in the drop off/pick up zone. One parent who attended the walking audit expressed that the intersection of Sandstone Dr and Riesling Rd was the reason why she wouldn’t let her kids bike or walk to school as the area is so congested with drivers who are in a hurry and distracted in the morning and afternoon.
- Parents & school staff expressed a strong desire for a continuous sidewalk along the northeast side of Riesling Road that connects Kenilworth Junior High to Corona Creek. Many Kenilworth students walk to Corona Creek to pick up siblings, and often walk in the street to do so. Furthermore, the lack of a safe, continuous pathway on the same side of the street in the neighborhood and between the two schools results in students having to cross streets multiple times to stay on a sidewalk on their route to school, often at non-ideal locations. Drivers occupy the shoulder along Riesling/Hartman to line up for drop-off and pick-up at Corona Creek, so students are unable to safely bike to Corona Creek or from Kenilworth along that stretch of roadway.
- The curve where Riesling turns into Hartman Lane is problematic at drop-off and for active travel in general. Kids often cross the street there to get from the sidewalk on Reisling to the sidewalk on Hartman (or vice versa). It’s also a sharp and blind turn and drivers can try to pass the long line of cars waiting for drop-off/pick-up. Note: the school custodian at Corona Creek puts orange safety cones on the center line at this curve each morning.
- There are no curb ramps at the marked crosswalk of Hartman Lane at Quarry Lane (on the Quarry side)

- Concern was expressed about the safety of crossing Ely Road at Hartman. Drivers appear to speed, do not pay attention, and do not always stop, despite the crossing guard in her bright orange vest holding a stop sign and the crosswalk lights flashing. The right-turn only sign (on Hartman for vehicles entering Ely) “helps but is not enough.”
- The bike lane on Ely Road heading northwest, after Hartman Lane, gets blocked during school drop-off and pick-up hours by cars making right turns.
- Concern was also expressed about the safety of crossing Ely Road at the Corona Creek trail, lack of visibility for bicyclists/pedestrians crossing at that location. Also, a short portion of the pathway between the west side of Ely and the paved trail is unpaved and becomes muddy.

## Potential Solutions:

### **City of Petaluma Public Works:**

- To alleviate some of the traffic bottleneck on Reisling approaching the school driveway loop entrance, consider converting parking from few spaces south of the school driveway loop on the east side of Riesling into a loading zone during drop off/pick up hours.
- To improve pedestrian safety/visibility along Riesling and Hartman
  - Consider bulb-outs at the crossings at Sandstone Drive, Betsy Drive, and Fieldstone Lane, and Quarry Street
  - Replace portable mid-crosswalk yield to pedestrian sandwich-board signs with permanent in-pavement signs
  - Trim tree (or inform homeowner to trim?) blocking the stop sign at Riesling and Sandstone (This and similar maintenance issues can be reported to [petalumacity.org/issues](http://petalumacity.org/issues))
  - Reduce speed limit in school zones in accordance with AB43.
  - Replace the damaged asphalt sidewalk along the east side of Riesling Road at the Corona Creek Bridge with a concrete, ADA-compliant sidewalk.
- Create a path of travel along the east side of Riesling between Fieldstone Lane and the sidewalk that approaches Hartman Lane.
  - Short term solution: Narrow lanes on Riesling, create a multi-use pathway in the existing northbound parking lanewith asphalt curb or delineators separating the car travel lane from the pedestrian/bike pathway, closing the gap in the east side “Ring Trail” between Kenilworth and Corona Creek (cross section below). This configuration would retain parking/loading on both sides of the street



Potential quick-build multi-use pathway on Riesling Road from Corona Creek to Kenilworth (facing toward Corona Creek)

- Long Term Solution: Seek funding for a permanent class I multi-use pathway on what is currently the city-owned field
- For the curve at Riesling/Hartman, consider delineating a drop-off/pick-up lane that follows the curb along the cul de sac area where Riesling meets Hartman Lane as this would help

keep traffic flowing in the travel lane. Add central delineators leading into the curve and throughout the curve to slow down traffic and discourage drivers from passing.

- Improve safety at the crossing of Hartman & Ely
  - Short Term:
    - Restrict parking at the NE corner of Hartman and Ely (red curb)
    - Move the stop sign into the street for more visibility
    - Add vertical elements to the striped median, creating a pedestrian island
    - Determine whether converting the intersection to an all-way stop meets warrants, and if so, consider adding stop signs on Ely at Hartman.
  - Long Term
    - Convert to a roundabout
- Improve crossing at the Corona Creek Path
  - Consider a pedestrian-activated flashing beacon
  - Install an all-weather surface to the gap in the pathway

### **Other Concerns outside of Walk Audit Route:**

The following concerns were also expressed in parent surveys re: travel to Corona Creek/Kenilworth but were not observed during the audit:

- The intersections/crossings along Sonoma Mountain Parkway and Ely are all extremely concerning because drivers run red lights and frequently speed; improvements made along those corridors for bicyclists and/or pedestrians are desired.
  - Intersection of Ely & York not well marked and “dangerous”. It’s a short street and many drivers turning.
  - Kenilworth parents expressed concerns about the intersections of Sonoma Mountain Parkway and Mauro Pietro, Riesling, Rainier, and Madison.
- Sunrise Parkway is often utilized as a cut through for vehicles from McDowell to Maria, and vehicles speed along that corridor.
- Several parents mentioned the East Side “Ring Trail” that goes behind the Junior College to Prince Park is a “safe” route to school, but expressed concerns about personal safety along the path and/or in Prince Park, and would like to see better lighting installed particularly during Winter months, and be monitored more frequently.

### **Potential Solutions:**

#### **Petaluma Public Works:**

- Explore the feasibility of a lane reduction on Sonoma Mountain Parkway, which would reduce conflict points (ie crossing multiple lanes of travel in each direction versus just one in each direction), slow traffic, and reduce weaving and other dangerous driving behavior.
- Explore intersection modifications on Ely Road to slow traffic and improve pedestrian crossings.
- Long-Term: Install lighting on the trails noted above.

#### **Petaluma Police Department:**

- Conduct occasional multi-use trail patrols in the area (Capri Creek, Corona Creek, Ring Trail) to promote personal safety.
- Support school requests to enforce continued violations.

## Districts/Schools:

- Develop or continue to distribute English/Spanish drop off/pick up procedures, including demonstration videos, and share with parents/students via Back-to-School Night, Parent Square, School newsletters, PTA, etc.
- Continue or consider enrolling in/participating in the County SRTS program, to support continued collection of student arrival/departure tally data, to participate in Walk/Roll initiatives, and to be eligible to receive SRTS services such as bicycle and/or pedestrian safety lessons and/or on-bicycle education programming.
- 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](#)
  - Park & Walk Video [English](#) [Spanish](#)
- Corona Creek Elementary: consider enrolling with AAA to establish a student [AAA School Safety Patrol](#) to support a smoother, safer drop off. Student Safety Patrols (or staff) can help kids exit vehicles, enable parent drivers to move along more quickly, and even help kids who require support to get to/from class.
- Consider establishing & promoting “Walking School Bus” (WSB) or Bike Train meet up spots, and identifying a school “SRTS Champion” (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 parents may lead a group of students on the Walking School Bus/Bike Train(s) in the morning on special event days, and also encourage students & parents to walk or bicycle together on non-event days and as well as model safe walking/biking 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.
- Report incidents to Petaluma Police Department when they occur (i.e., if someone is hit in a crosswalk but not hurt, etc), as well as ongoing concerns, such as parents continuing to make U-turns, opening doors into traffic, etc.

## Safe Routes to School Program Information

- The SRTS program coordinates a Safe Routes to School Task Force to bring together representatives from schools/school districts (school administration, staff and/or parents), city planning/engineering, law enforcement, and SRTS program staff. The goal of the Task Force is to:
  - Seek input from Task Force members and the public, in order to identify barriers to active transportation, opportunities for improvement and collaboration, and set priorities for future infrastructure projects within the city of Petaluma.
  - Provide a venue for sharing of program initiatives and projects in the city of Petaluma, as well as inter-agency collaboration.

Task Force meetings are currently held on the 3<sup>rd</sup> Thursday of the month during the school year. 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. 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@bikeosnoma.org](mailto:christina@bikeosnoma.org)

**Appendix: Walk Audit Pictures:**



Traffic queue in Kenilworth driveway loop



Cars parked near entrance to Kenilworth driveway loop (at busier time, obstructed traffic/sightlines)



Replace temporary mid-block crosswalk signs with permanent at Sandstone/Rielsling



East side of Riesling, where sidewalk ends (at Fieldstone)



Sidewalk gap on Riesling



View of sidewalk gap with queue of cars lined up approaching Hartman Lane



View of sidewalk gap from other direction, with two cars parked (on sunnier days, participants indicated more parents park their cars and walk in)



A vehicle rounding the curb at Riesling and Hartman



Curve at Riesling/Hartman, approaching Hartman



Looking at Curve from opposite direction





Crosswalk at Hartman and Quarry (missing curb ramp)



Crosswalk on south leg of Ely at Hartman



Crosswalk at Hartman & Ely (east leg)



Hartman at Ely: move stop sign/no right turn



Corona Creek Trail crossing on Ely Rd



Another view of Corona Creek Trail crossing



Corona Creek Trail crossing – gap in pavement



Another view of mud resulting from gap in pavement



<<<Kenilworth bike storage area