



Kawana Springs Elementary School SRTS Walk Audit

Tuesday, April 2nd, 2024



In attendance: Christina Panza (SRTS Director), Alexander Ocegüera (City of Santa Rosa Active Transportation Planner), Mike Vanmidde (City of Santa Rosa Traffic Engineer), Denise McCulloch (Kawana Principal), Zeke Baker (Kawana Parent), Dan Levitas (Kawana Parent/PTA president), Erika Corrales (Family Engagement Facilitator), Michelle Williams (Office Assistant).

Route: Met at school entrance at 2121 Moraga Drive. Observed drop off from main entrance, then headed north on Moraga Drive to San Clemente Drive to discuss issues on Moraga Drive. Then, headed back south on Moraga to Tokay St. Walked west on Tokay to Turquoise Way, headed south on Turquoise Way to Crystal Hill Drive, west on Crystal Hill Drive to Jasper Lane, then South on Jasper to Kawana Springs Rd. We continued west on Kawana Springs Road to the intersection of Kawana Springs Rd and Petaluma Hill Rd, then headed back to the school along the same path we traveled. Although we did not walk all the way to Aston Ave & Moraga or cross Kawana Springs Rd. at Petaluma Hill, we did discuss conditions in those areas.

Note: A neighborhood pocket north of Kawana Elementary, including Moraga Drive, Santa Ana Avenue, San Domingo Avenue, Elsinor Way, and the streets in between, are in the jurisdiction of the unincorporated county and not within the city of Santa Rosa. Unfortunately, this was not identified prior to the audit and County Public Infrastructure staff were not present during the audit to respond to concerns.

Pick up/Drop off: Morning drop off and afternoon pick up for the elementary school takes place along Moraga Drive and through the school driveway loop, beginning at approximately 7:40am. Parent drivers and school buses enter the school driveway loop from the north and exit south. There is also a parking lot for the Early Learning Center across the street from the school, and a staff parking lot on the south side of the school. Staff indicated that parents sometimes do park in those lots to drop off/pick up their children (particularly Tk/Kinder kids) but the majority seem to travel

through the school driveway loop. Participants indicated that parents also drop off/pick up along Tokay Street south of the school, but the group did not observe drop off at that location.

Students generally enter/exit the school from the front of the school. There is a back gate to the school field off Tokay Street which is another option for school entry, but uncertain whether it is utilized frequently. The principal indicated that she believes that gate is open/accessible during drop off/pick up time.

There is a crosswalk and corresponding signage at the north end of the school driveway, where a crossing guard is stationed at pick-up and drop off time. A school crossing guard is also stationed at Moraga Drive & San Domingo Dr in the afternoons, but the principal indicated that they have not had staff capacity to have someone at that location in the morning.

School Information:

Address	2121 Moraga Drive
Morning Bell(s)	8:00am
Afternoon Bell(s)	M,T, Th-F: 2:35pm W: 12:25pm
Grade levels	Tk-6
Enrollment	317
School type	Dual Immersion (Spanish/English) Magnet
Student’s proximity to school	317 geocoded students in 2023-24 247 live within 2 miles of school (78%) 181 live within 1 mile of school (57%) 127 live within ½ mile of school (40%) 71 live within ¼ mile of school (22%)
Participating School in Sonoma County SRTS program?	In years past yes, but not enrolled in 2023-24
Student Travel Mode info (Sept 2023 student arrival/departure tally data)	Student arrival/departure tallies have not been collected at Kawana in recent years. The last period that tallies were taken was in May 2013. At that time: <ul style="list-style-type: none"> • 31%/36% of students walked to/from school • 1% biked • 22%/20% took the bus to/from school • 43%/39% were driven in single family vehicles to/from school • 4% carpooled. <i>(numbers do not equal 100% due to rounding)</i>
Safe Routes to School Non-Infrastructure Programming (2023-24)	n/a in 2023-24

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 Bellevue Union School District prior to implementation.

Concerns and observations:

- The volume of traffic & driver behavior on Moraga Drive at pick-up & drop off was a general concern expressed by parents and school staff. School staff indicated that very few students (less than 10) are currently taking the bus to school, and it appears that the majority of students are driven to school in single family vehicles. Student arrival/departure tallies have not been conducted since Spring of 2013, and since that time, the school transitioned to an English/Spanish immersion charter school. School staff expressed that they believe a significant number of students are currently driven to school who could be walking/bicycling, particularly students who live in the neighborhood north of the school west of Moraga Drive, south of Aston Ave & east of Petaluma Hill Road, as well as the neighborhood south of the school between Tokay Street and Kawana Springs Road, east of Petaluma Hill Road.
- Parents expressed that drivers often do rolling stops and/or do not obey pedestrian right of way at crossings at side-streets along Moraga Drive and on Moraga Drive itself. One participant expressed that drivers would be unlikely to stop at the crosswalk directly north of the school driveway if a crossing guard was not stationed there in the mornings and afternoon.
- The crosswalk sign is missing in the northbound direction in front of the school.
- Two fire hydrants are located on the sidewalk on Moraga Drive that force parents pushing strollers or disabled/wheelchair users into the street because there is not enough room on the sidewalk. One of the fire hydrants is just north of the school, on the west side of Moraga, between the school driveway and San Domingo. The other one is just south of Aston Avenue, also on the west side of Moraga, between Aston and Santa Ana Drive.
- Participants expressed that it is difficult for pedestrians and bicyclists to travel down Moraga Drive because there are so many vehicles parked along the road, particularly close to intersections. Very few of the intersections are daylighted, and vehicles were parked close to corners at nearly every intersection along Moraga Drive, blocking sightlines for both active travelers and drivers.
- Participants expressed concerns that drivers exiting the Early Learning Center parking lot across the street from the school often do not stop, and cars parked near the parking lot entrance can block views of pedestrians. They also express concerns about vehicles parked in the space directly south of the fire hydrant, for similar reasons.
- There appears to be only one speed limit sign on Moraga Drive, close to the school. Participants felt there should be another speed limit sign in between Aston and the school.
- Parents expressed that Aston Avenue is a significant barrier to bicycling to school. With the lack of bicycle facilities and high traffic speeds along Aston Avenue, parents indicated that it is unsafe to ride with children along that route. One parent who does bicycle to school, traveling west along Aston Avenue, shared that he has experienced numerous near collisions along Aston Avenue, and as a result, he must carefully choose where they should cross. Due to those near misses, he avoids making a left turn onto Moraga from Aston Avenue, and also avoids crossing the intersections at Meda and Linwood Avenue. He indicated that he and his child cross Aston at the mid-block crossing between Moraga Drive and Meda Avenue. This also mostly avoids riding on a standard-width sidewalk in the opposite direction of traffic.
- A parent also expressed, via email prior to the audit, that vehicle speeds on Hendley Street, between Bennett Valley Road and Aston Ave, also seem to be well above the posted speed limit during the morning commute.
- The group walked through the neighborhood south of the school, starting from Tokay Street, and, as referenced in the above route description, wound through the neighborhood to Petaluma Hill Rd. A staff person who lives in the neighborhood indicated that she walks to school every day, and that it's a great neighborhood to walk in. Other than a few minor rises in the sidewalk, which are generally addressed by the city in a timely manner, the sidewalks are well maintained, of sufficient width, and pleasant for active travel. The staff person shared that

her walk to school from housing off Jasper Lane takes about five minutes. She believes there are students who live in the neighborhood who are driven to school, despite its walkability.

- The intersection of Kawana Springs Rd. and Petaluma Hill Rd. is a major barrier to walking/bicycling to school for a relatively large number of students who live off Kawana Spring Rd. between Petaluma Hill Road and Santa Rosa Avenue. Although there is a bus that picks up students at that location, very few students take the bus, and none are likely walking/bicycling from that location.
- At this time, there is no convenient bike parking at the school. The school bike cage was removed in order to construct the new multipurpose room, and a new spot for a bike cage or bike racks has not yet been established.

Ideas & Potential Solutions:

District/School:

- Install a stop-sign and stop bar at the exit to the Early Learning Center parking lot.
- If students cross unsafely in the middle of the school drop-off loop is an issue, consider installing a fence along the concrete island on the east side of the drop off loop, or restricting parking along that barrier.
- Determine a convenient, secure location for existing bicycle racks and consider re-installing a secure bike cage.
- Consider enrolling in/participate 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 establishing & promoting “Walking School Bus” (WSB) 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 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. The following potential WSB “meet up spots” were observed or discussed during the SRTS audit:
 - **Jasper Lane & Kawana Springs Rd** (.5 miles to school): A walking school bus route that begins from this location could be a drop-off spot for students who live west of Petaluma Hill Rd, enabling those students to get some morning exercise. The walking school bus could wind through the neighborhood on a designated route, such as the SRTS audit route, picking up students along the way who live in the neighborhood and would like to join the walk.
 - **Lola’s Market on Petaluma Hill Rd. & Santa Ana Way** (.45 miles to school): A walking school bus from this location could travel down Santa Ana Way, with a short jog down Santa Barbara, to Elsinor Way, to San Domingo, and then Moraga Drive. Traffic travels slowly down San Domingo due to speed humps, and this route avoids walking along the majority of Moraga Drive. Students who live along Santa Ana, Santa Barbara, or San Clemente could backtrack to meet the Walking School bus at the corner of Santa Barbara & Elsinor and enjoy walking with the larger group and getting additional exercise.
 - **Santa Rosa Fairgrounds RV Parking Lot (1500 Aston Way)** (.4 miles to school) Although this route does not avoid traveling down Moraga Drive, it could be a viable drop-off or meet-up spot for parents/students traveling from the Northeast, if permission could be granted from the Fairgrounds to allow parents to use it for that purpose during morning drop-off times. *SRTS program staff will research this possibility.*

- Additional locations/routes may be identified by parent or school staff leaders, depending what is most convenient for the WSB leader.
- Report incidents to SRPD when they occur (i.e., if someone is hit in a crosswalk but not hurt, etc), as well as ongoing concerns, such as parents parking in red zones, in front of fire hydrants, etc.

City of Santa Rosa Public Works:

- Install/replace crosswalk signage and school crossing pavement markings at crosswalk in front of school (north of school driveway) on Moraga Drive.
- Consider installing a class IIB bicycle lane on the north side of Aston Avenue from Moraga to Linwood, heading westbound. The roadway is 28' wide on this stretch. *A class IIB bicycle lane would include buffer striping to provide greater separation between bicyclists and parked or moving vehicles.* This would narrow the travel lanes to 10' in each direction and could slow speeds.
 - Along this stretch, consider converting the sidewalk on the south side of Aston Avenue to a class I multi-use path (the city has public right of way).
 - Along this stretch, consider installing [bulb outs](#) (*curb extensions*) at the crosswalks to slow speeds and shorten the crossing distances for pedestrians.
- Consider installing a class I multi-use path on the north side of Aston Avenue from Linwood Avenue to Cooper Dr. (city has public right of way). Also, consider installing a class IIB bicycle lane on the south side of Aston Avenue, along this same eastbound stretch.
- Consider widening the pathway on the south side of Aston Avenue between Moraga Drive and Hendley, to accommodate both bicyclists and pedestrians. The section of Aston could potentially be converted to a class I multi-use path. All of these connections would get cyclists to the future farmers lane extension.
- Consider converting the intersection of Linwood Avenue and Aston Avenue to an all-way stop to facilitate safer crossings at that location.
- Consider improvements to Hendley Street to facilitate traffic calming and/or safer walking/bicycling. Although there is a class II bike lane on the west side of Hendley Street, many parents/children do not feel comfortable riding on a high-traffic roadway alongside vehicles. Possible improvements:
 - Add a Class 1 multi-use path on the east side of Hendley Street, which is currently a gravel-area and not pedestrian or bicycle friendly.
 - Add a stop sign at Pressley and bulb-out the road at this location.
 - Remove the bike lane on the west side of Hendley and add a Class IV protected bike lane (a "cycle track" with bike lanes going in both directions) to the east side of Hendley.
- Consider improvements to Petaluma Hill Rd. at Kawana Springs Rd. to facilitate shorter, safer crossing distances, such as converting it to a [protected intersection](#).
- The State of California has passed a law that changes the rules for lowering speed limits. The new rules do not go into effect until July 2024. The City of Santa Rosa will be going through a process of determining which roads may warrant consideration to lower speed limits, beginning with arterial roads, and speed limits may be lowered on some roadways in the vicinity of the school.

County Public Infrastructure:

- Review the following intersections along Moraga Drive and determine where daylighting is feasible and appropriate, in order to prevent vehicles from parking at the corners and blocking sightlines.
 - San Domingo
 - San Clemente

- Santa Catalina
- Santa Barbara
- Santa Ana
- Consider restricting parking in the space north of exit to Early Learning Center Driveway Exit, on the east side of Moraga Drive, and directly across the street, in the parking space directly south of the fire hydrant.
- Review signage along Moraga Drive between Aston & San Domingo & consider installing another speed limit sign on Moraga (closer to Aston)
- Consider installation of [advisory bicycle lanes](#) along Moraga Drive to create a useable shoulder for bicyclists on this roadway that is otherwise too narrow to accommodate one.
- Consider removal/reinstallation of fire hydrants along Moraga to be ADA compliant.

Santa Rosa Police Department:

- Enforce speed and other moving violations along Aston Avenue and Hendley Street during morning and afternoon commute times.
- Consider including Aston Avenue & Hendley in the rotation for the SRPD-owned speed trailer.
- Support school requests to enforce parking violations on Moraga Drive.

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:



Congestion in school driveway loop



If needed, school/district to consider restricting parking along or fencing this barrier to prevent students from crossing through the school driveway loop.



Crosswalk in front of school (signage & pavement markings need improvement)



Fire hydrant at Moraga & San Domingo – not ADA compliant



One of the cars parked near corner on Moraga Dr.



Another car parked near a corner on Moraga



Pathway along s. side of Aston between Moraga & Hendley – consider widening



Sidewalk along s. side of Aston between Moraga and Brookwood – consider widening/converting to multi-use path.



Linwood at Aston – consider converting to all-way stop



Fire hydrant at Moraga s. of Aston – not ADA compliant



East side of Hendley – possible improvements?



Early Learning Center parking lot exit – add stop sign – also, consider restricting parking north of lot on east side of Moraga



Petaluma Hill Road and Kawana Springs Road – improve to enable shorter crossing distances



Possible location for school bicycle racks?