



Lincoln Elementary School SRTS Walk Audit

Wednesday, January 10th, 2024



In attendance: Christina Panza (SRTS Director), Alexander Oceguela (City of Santa Rosa Active Transportation Planner), Mike Vanmidde (City of Santa Rosa Traffic Engineer), Sarah Hadler (SRTS Program Manager), Jeanine Wilson (Lincoln Principal), Patty Cruz Carrasco (Lincoln Family Engagement Facilitator), Maria Uc (Lincoln Parent & President of PFO)

Route: Met at school entrance on W. 9th St. Observed drop off from main entrance, headed east from school parking lot to Rockwell Ln. Observed/discussed the Rockwell intersection, then continued east to Link Lane. After observing/discussing the intersection W. 9th & Link, headed back west down W. 9th to Simpson to observe that intersection, then returned to the school.

Pick up/Drop off: Morning drop off and afternoon pick up for the elementary school takes places along W. 9th and through the school driveway loop, beginning at approximately 7:45am. Parent drivers and school buses enter the school driveway loop from the west and exit east. There is also a staff parking lot on the east side of the school. Staff are able to enter their parking lot from the east side, but parents are instructed not to do so (however some parents do anyway).

Students generally enter/exit the school from two locations; from the front of the school, and also from the “kindergarten” entrance east of the front entrance (though a gate). Students can also enter the school from Jacob’s Park east of the school, but generally students do not enter the school that way unless their classroom is located at the back of the school. Some students enter the east side of the school through the staff parking lot, but the school discourages this. Some students do exit the school through the park.

There is a crosswalk, traffic-light, and pedestrian activated signals directly in front of the school entrance, mid-block on W. 9th. A crossing guard is also stationed at that location at school drop-off

and pick-up time. The cost of the crossing guard is shared 50/50 between the school district and the city of Santa Rosa. There is a school staff crossing guard stationed at the crosswalk across the school driveway.

School Information:

Address	850 W. 9 th St
Morning Bell(s)	8:00am
Afternoon Bell(s)	M,T, Th-F: 1:15 (TK), 2:17 (K-6) W: 1:15 (TK-6)
Grade levels	Tk-6
Enrollment	221
School type	Neighborhood
Student’s proximity to school	221 geocoded students 198 live within 2 miles of school (90%) 150 live within 1 mile of school (68%) 126 live within ½ mile of school (57%) 87 live within ¼ mile of school (39%)
Participating School in Sonoma County SRTS program?	In the past yes but not enrolled in 2023-24
Student Travel Mode info (Sept 2023 student arrival/departure tally data)	Not available for 2023-24 September 2021 (last period collected) Walk – 54% Bike – 8% Other – 0% Carpool – 0% School bus – 0% Single Family Vehicle – 39% <i>*totals 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 Santa Rosa City Schools prior to implementation.

Concerns:

- Parents/school staff expressed concern about drivers “barreling down” W. 9th. W. 9th is a neighborhood connector street, and residents often travel it to avoid traveling on College Avenue. Not only is excessive speed an issue, but parents have also reported “drag race” type behaviors and noise (i.e. revving engines, screeching tires) occurring both during and outside of school hours.
- Traffic backs up on the west side of the school driveway loop. Some kinder parents pull up in front of the kinder entrance to drop off their kids, slowing or stopping traffic.

- Students traveling on the south side of W. 9th from the east have no “path” to safely enter the school front entrance. They either have to cross the school driveway where drivers are exiting to W. 9th, or must navigate their way through the east parking lot toward the front entrance of the school.
- The school shares a field/playground with Jacob’s Park. Currently, there is an intermittent barrier between the park and school property. In recent years, concerns have been expressed about the vulnerability of the school campus to trespassers who have littered, tried to access school bathrooms, tagged the school, etc. The park does not have public restroom facilities.
- There used to be a fence/barrier on the lawn (in the park) east of the school parking lot that prevented people from driving their vehicles into the school parking lot when the gate was closed, but that fence is now broken. As a result, Jeanine has observed drivers “hopping the curb” and entering the school parking lot to park when the lot is closed (weekends, evenings). Jeanine expressed that the drivers who are entering the parking lot in that manner may also be less likely to respect school property. *Note: Post-audit, Mike Van Midde researched this issue and determined that the property the fence is located on is not in the city right of way (see Jacob’s Park right-of-way boundary image in the pictures Appendix), therefore presumably is school district property.*
- Parents/staff expressed concern about the intersection of W. 9th and Rockwell. In 2011, a young child was hit/killed by a car in that intersection. At that time, improvements were made to W. 9th to assist in calming traffic – namely, narrowing to one lane in each direction with a middle turning lane, and adding bicycle lanes. However, the crossing distance at Rockwell is still long, feels unsafe, and parents expressed that drivers often do not yield to pedestrians in that intersection. Parents/kids utilize that crossing both to travel to/from school and to/from Jacobs Park.
- A fence that borders a property on the corner of Link Lane and W. 9th has been repeatedly tagged.
- At the intersection of Link Ln. and W. 9th, similar concerns were expressed about drivers not yielding to pedestrians. Also, this is a location where drivers “mess around” and do “donuts” for their own illegal entertainment.
- At the intersection of Simpson St. and W. 9th, the same concern was expressed about driver speed and not yielding to pedestrians. The group observed a driver totally ignore a pedestrian who was walking in the middle of the crosswalk as the driver sped through going at least 30mph. A concern was expressed that there is no pathway or crosswalk on the north side of Simpson, however this is a private driveway leading to apartment buildings. A sign that had previously been installed in the middle of the crosswalk across W. 9th at Simpson had been run over by a car and was lying in the middle of the street, decimated, at the time of the audit.

Ideas & Potential Solutions:

District/School:

- Discontinue use of the 2nd “kindergarten” entrance west of the main entrance. There isn’t a compelling reason to provide a 2nd entrance to the school now that COVID distancing protocols are no longer in place, and the entrance contributes to blocking traffic in the school driveway loop.
- Consider installing a raised crosswalk on the east side of the school driveway loop, directly west of the east driveway exit. A raised crosswalk at this location would slow traffic in the driveway loop and provide students a path to navigate the school driveway safely. There would also have to be a sidewalk extension across the grass that leads to the existing sidewalk that parallels W. 9th.

- Consider fixing fence (or large rocks?) to discourage drivers from hopping the curb into the school parking lot at the location directly east of the school driveway. The city would not object to reinstallation of a fence in that location.
- Post-audit, Alexander reached out to Scott Wilkinson in the city Parks Planning dept regarding concerns about the shared field/playground between Jacob's Park & the school. Although the play area is on the school property, the City and the School District entered into an agreement in 1970 to have the playground open to the public. There is no firm timeline on when the City plans to add a new playground to that park, it is on the current 2 to 5 year planning list to be completed. At time of completion the City would be willing to have the current playground be fenced in. In the interim there may be options that the City would consider in regards to a fence, but that option would need to be open to the public.
- Consider a shared-use agreement with the city that would enable parents to park in the school lot on weekends during soccer games/city-sponsored activities. The presence of parents/vehicles in that lot at designated time periods may discourage those who may not respect school property from illegally "hopping the curb" as they appear to be doing now.
- Consider reaching out to the property-owner who owns the fence at the corner of Link Ln. and W. 9th, to partner on a mural project. Partnership or funding for such a project could potentially be obtained through a [Santa Rosa Community Improvement Grant](#) (should another round become available), via [ArtStart](#), or from another local sponsor.
- Continue to educate students and parents re: safe behavior and to utilize the crosswalk directly in front of the school to cross W. 9th, rather than the crosswalks at Link, Rockwell, and Simpson. Utilize all available channels including whole-school gathering (i.e., Back-to-School Night) to emphasize safety, in addition to continuing to inform parents re: safety procedures & expectations via normal school channels (i.e. newsletter, etc). Other options include student assemblies, or pedestrian safety lessons (either via the SRTS program or having teachers teach lessons themselves).
- Consider establishing a "Walking School Bus" meet up spot near the intersection of Rockwell Ct. and W. 9th. School administration, teacher(s), or even parents may lead a group of students on a walk to school in the morning, modeling the crossing behavior they would like to encourage. The Walking School Bus could operate a couple times a year, once a month, or even once a week during certain months, depending on capacity.
- 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.
- Consider enrolling in/participate in the County SRTS program, to support continued collection of travel data, to participate in Walk/Roll initiatives, and to be eligible to receive SRTS education services.

City of Santa Rosa Public Works:

- Consider installing an additional wooden barrier pole on the sidewalk west of where the poles currently end, to prevent vehicles from entering the park/school driveway from the roadway.
- Consider improvements to the intersection of Rockwell Place and W. 9th to shorten the crossing distance and to improve visibility of the stop sign, such as a bulb-out or island.
- Consider installing a RRFB (Rapid Rectangular Flashing Beacon – a type of pedestrian activated flashing light) at the intersection of Rockwell Pl. and W. 9th.
- Replace the broken crosswalk sign at W. 9th at Simpson
- 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. There may be a possibility in the future of lowering speed limits on W. 9th, but this process and timeline is TBD.

Note:

- W. 9th between between Stony Pt and Dutton Ave has been significantly improved over the last decade with the inclusion of bicycle lanes, a middle-turning lane, and two travel lanes (reduced from four). In addition, the stop signs at W. 9th and Link Lane are oversized and are installed a few feet into the roadway, to improve visibility.
- In addition, the city recently installed raised reflective markers in the middle of the 4-way stop at Link Lane and W. 9th to discourage drivers from doing “donuts”. This has had some effect although drivers are still finding ways to navigate around those obstacles in unsafe manners.

Santa Rosa Police Department:

- At the December 1st SRTS Task Force meeting, parent Maria Bautista asked if it would be possible for more volunteer police officers to be at school every day when the kids come to school so that there are visible security figures around school. Jeanine should email Sergeant Gloeckner with a time and day for officer to come out. Jeanine also reiterated in both the Task Force meeting and at the Walking Audit, that an increase in police presence to enforce speeding violations would be great.

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.

The next Task Force meeting will be held on Wednesday, January 31st from 4-5:30pm at the Sonoma County Transportation Authority. 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 March-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. To request to receive our SRTS E-Newsletter directly, email christina@bikeosnoma.org

Appendix: Walk Audit Pictures:



Crosswalk in school driveway loop and in front of school on W. 9th



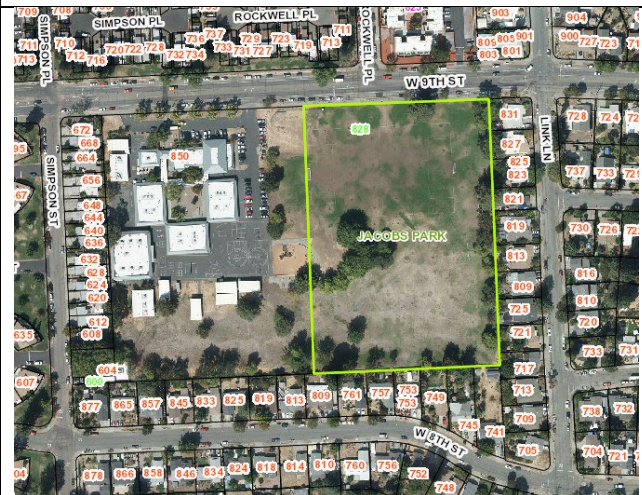
Kindergarten entrance, where cars back up



Possible location of raised crosswalk in school driveway loop (district to consider installation)



Car drivers hop the sidewalk through this broken barrier to enter school parking lot when gate is closed/park.



<<City Right of Way in Jacob's Park



Intersection of Rockwell and W. 9th – consider RRFB and shortening crossing distance (city)



At corner of W. 9th and Link – possible mural graffiti abatement?



Link Lane & W. 9th Intersection (note raised reflective markers)



Simpson & W. 9th (re-install broken crosswalk sign)