

Loma Vista Walk Audit Recap & Discussion

SAFE ROUTES TO SCHOOL TASK FORCE

MARCH 21, 2024



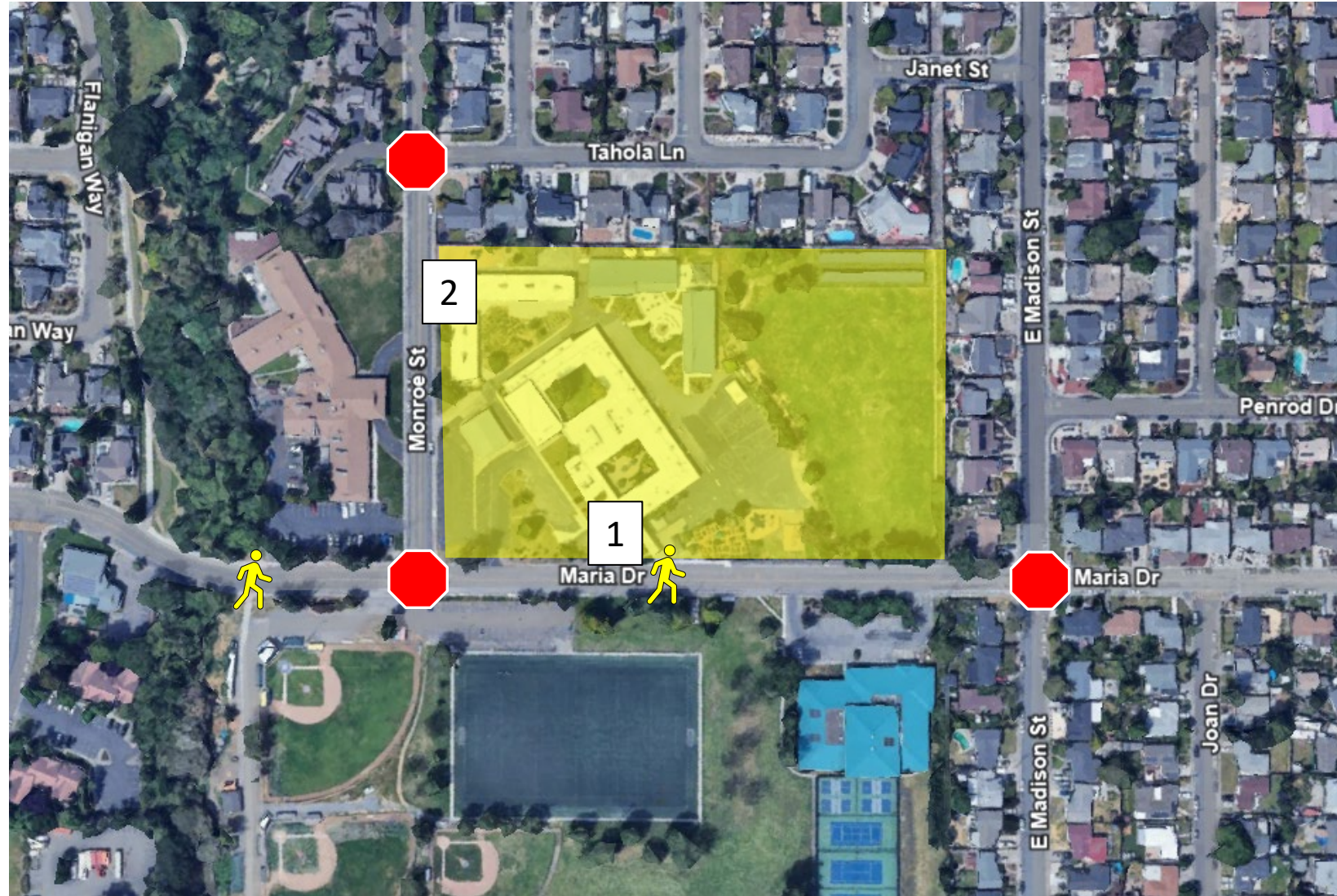
Loma Vista Walk Audit

- Thursday, February 14, 8 AM
- Participants from Safe Routes to Schools, City (Public Works & Police), Loma Vista
- Focused on Maria Drive along school frontage



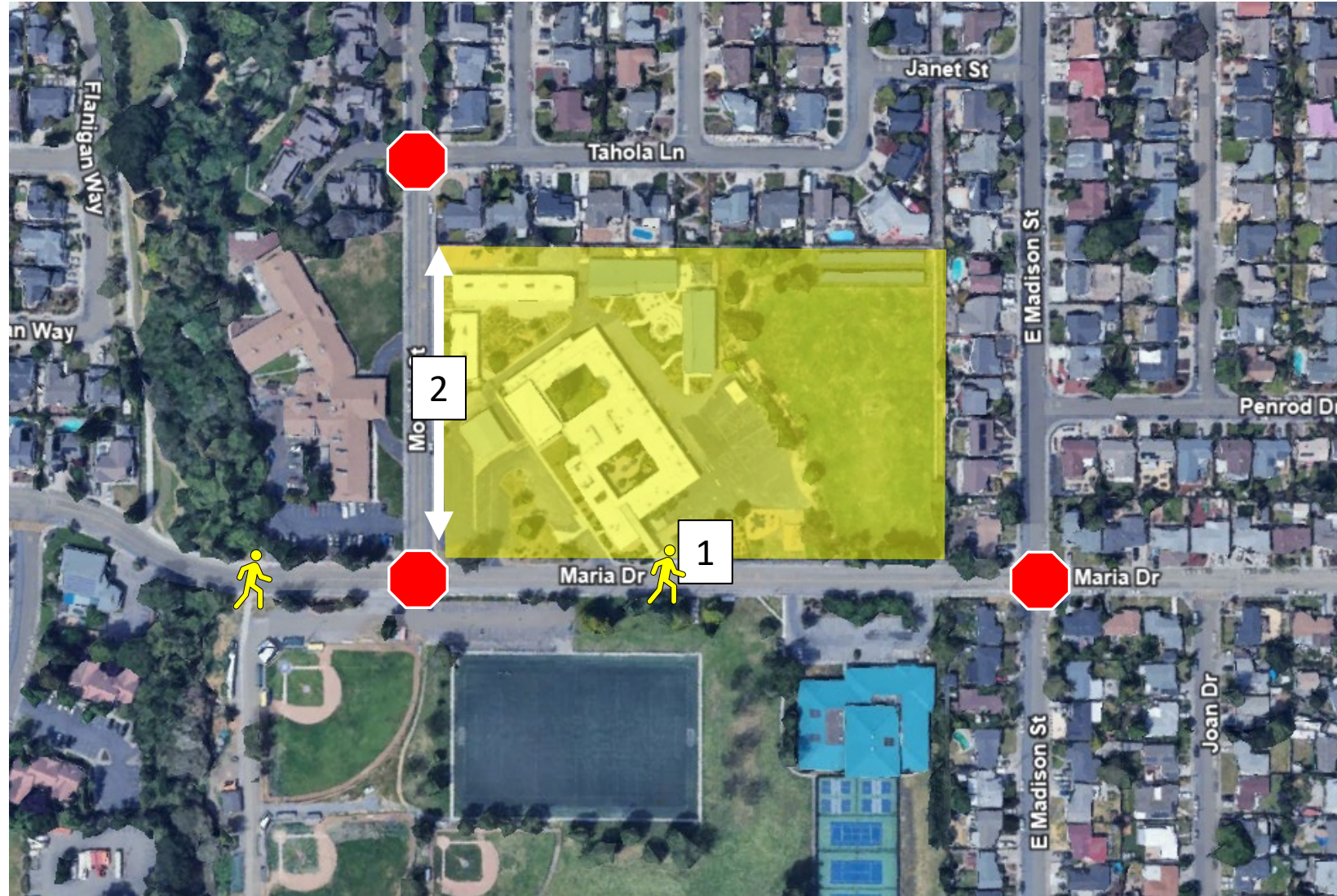
Campus Access Points

- 1) Main entrance on Maria Drive
- 2) Monroe Street (No longer used – former access for T-K)



Curb Management

- 1) Buses use red zone near main entrance
- 2) School frontage on Monroe St. designated as loading zone during school hours



Issues and Challenges Observed or Raised

- 1) Lynch Creek Trail Crossing improvements
- 2) Monroe loading zone used for parking
- 3) Driveway conflicts with pedestrians
- 4) Congestion on Maria Drive
- 5) Poor sidewalk conditions
- 6) Stop sign compliance at E. Madison Street





Lynch Creek Trail Crossing:
Add flashing beacons



Lucchesi Parking Lot:

Improve sidewalk and create one-way flow through parking lot, with new exit created east of parking lot



Loma Vista Driveways:

- Install accessible curb ramps
- Remove two parking spaces between driveways and install bike lane along full length of red curb



Loma Vista Crosswalk:

Add bulbouts to improve visibility and shorten crossing distance



Bulbout example at Payran & Jefferson

Follow-Up Items

- Loading zone modifications
- Improvements to widened asphalt/concrete sidewalk between school entrance and E. Madison
- Improvements to E. Madison intersection

Potential Ways to Ease Loading Pressure on Maria Drive

Responsibility	Solution	Challenges or Potential Pitfalls
LV	Consider reopening access on Monroe Street (if not done, City should remove loading zone)	Staffing and security
City (w/ LV input)	Consider converting Maria Drive frontage to loading zone	Drivers pulling to and from curb could create safety concerns, especially for people biking; may require staffing and education to ensure loading zone is properly used

Potential Ways to Ease Loading Pressure on Maria Drive

Responsibility	Solution	Challenges or Potential Pitfalls
LV (w/ SR2S support)	Encourage satellite drop-off areas (example: Community Center)	Voluntary action for parents; requires ongoing education and encouragement
LV (w/ SR2S support)	Greater promotion of non-single occupancy vehicle trips (walk/bike/bus/carpool) to school	Voluntary action for parents; requires ongoing education and encouragement

Additional Feedback

- *Add notes here*

Remaining Task Force Dates & Schools for 2023-24 School Year

- April 18: La Tercera
- May 16: Miwok
- June 20: Casa Grande

*All meetings from 4-5:30 PM at the Community
Center (320 N. McDowell Blvd.)*

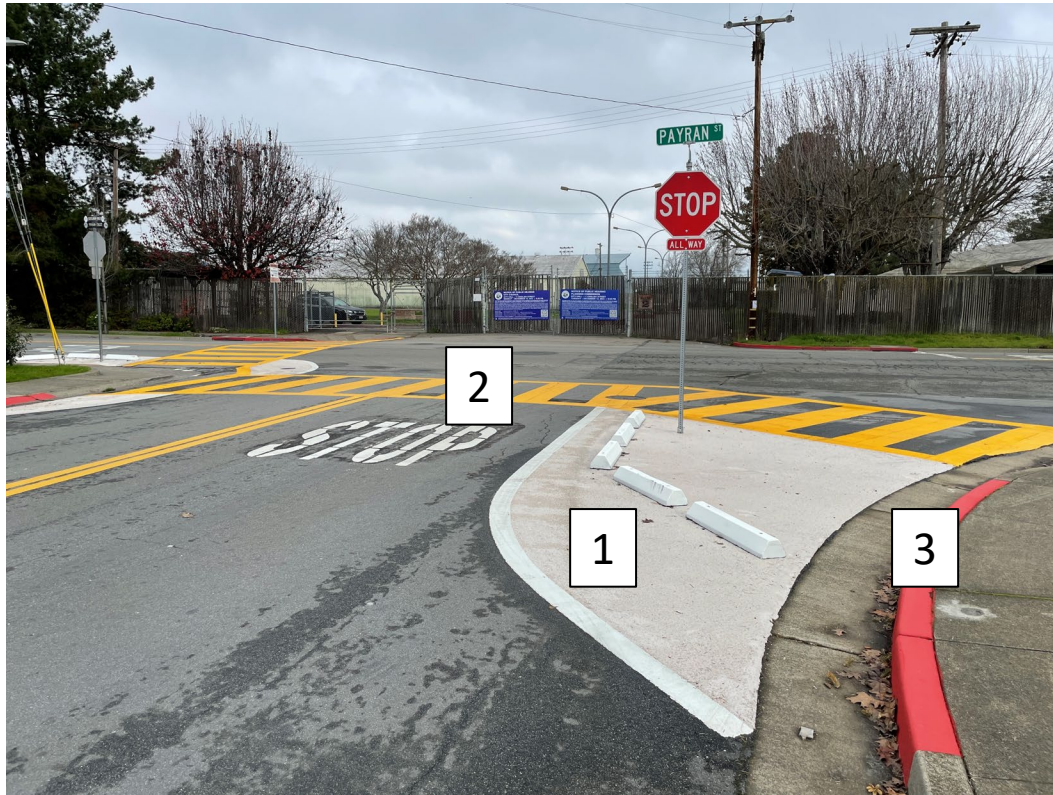
Contact Information & Resources

- Transportation Planning & Engineering: safestreets@cityofpetaluma.org
- Petaluma Transit: transit@cityofpetaluma.org / 707-778-4460 / transit.cityofpetaluma.net
- City Bike Map: cityofpetaluma.org/bikemap
- Report an Issue (Hazards & Quick Fixes): cityofpetaluma.org/issues
- Safe Streets Nomination Program (Traffic Calming & Safety Improvements): cityofpetaluma.org/ssnp
- Slow the Fast Down Campaign: cityofpetaluma.org/slowthefastdown

Walk Audit Recommendations

Please note that all recommendations are meant to capture **possible** 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 Petaluma City Schools prior to implementation.

Typical Intersection Enhancements



- 1) Painted curb extension (“bulbout”)
- 2) Ladder crosswalk; yellow for school zone
- 3) Parking prohibition (“daylighting”)

Typical Intersection Enhancements



- 1) Concrete curb extension (“bulbout”)
- 2) Rapid-flashing beacon