



Petaluma High School SRTS Walk Audit

Thursday February 8th, 2024



In attendance: Christina Panza (SRTS Director), Sarah Hadler (SRTS Program Manager), Giovanni Napoli (PHS Principal), Mary Reynolds (PHS Vice Principal), Bjorn Gripenburg (Active Transportation Planner, City of Petaluma), Ken Eichstadt (Engineer, City of Petaluma), Officer Chris Ricci (Petaluma Police Department), Esmeralda Sanchez-Mosely (Assistant Superintendent, Student Services, PCS), Caitlin Quinn (PCS School Board Trustee), Gio Kistner (PHS junior), Giselle Munoz (PHS freshman), Connor Bosco (PHS freshman), Giselle Garcia (PHS sophomore), Kellie Vella (PHS sophomore), Sonya Payne (PHS sophomore), Ariella Guevara (PHS sophomore).

Route: Met at PHS Main entrance on Fair St. Observed drop off from main entrance, headed southeast to observe main school parking lot, then headed back northwest up Fair St. to Fair & Bassett St., continued northwest to Fair & English St., then southwest on English to English & Broadway St., then continued southeast on Broadway to the intersection of Broadway and Bassett. We then continued southwest on Bassett to the intersection of Bassett and Webster St. We then headed southeast on Webster to the intersection of Webster & Hayes Ln., followed Hayes northeast to the 2nd intersection of Hayes and Webster St, then continued northeast to Hayes Ln. & Hinman St. Continued east on Hinman, to the intersection of Hinman and B St. Followed B northeast back to Fair St., then back Fair St. heading northwest, ending at the school main entrance.

Pick up/Drop off & Frequently used routes:

Pick-up/Drop-off takes place in two main locations – on Fair Street in front of the school, and also at Bassett Street and Broadway near the school gymnasium. There is also an “unofficial” (and not encouraged) drop off zone on Hayes Lane between Hinman Street and Webster, at the backside of the school stadium. However, students/parents also drop off and/or park in the surrounding neighborhoods, including at/near Petaluma market, Kenny’s donuts, etc. The loading zone in front of the school is a bus-only loading zone until about 8:10am when the buses leave – there are two full-size buses and one small bus. School staff puts out sandwich board signs to prevent drop-off/pick up in the bus loading zone and they remove the signs/open the drop off zone when buses depart, by

~8:10am. Drivers generally respect that restriction. Once bus loading ends, parents may drop off in that zone. Drop-off is busiest between 8:20am-8:30am.

Attendees mentioned that D Street, B Street, Douglas Street, Bassett Street. and English Street as streets very frequently traveled by students who walk/bike/skateboard to/from school (not listed in any particular order). Students traveling from the south/west are more likely to be driving/driven to school due to the hilly neighborhoods and more rural areas out that way, whereas the majority of students who walk/bike are likely traveling in from the northwest/east of the school, where it's not hilly, etc.

School Information:

	Petaluma High School
Address	201 Fair St, 94952
Morning Bell(s)	7:30am (zero period), 8:30am (1 st period)
Afternoon Bell(s)	6 th period ends at 2:55pm (2:25pm on Wednesdays), A+ period ends at 3:20pm (2:50pm on Wednesdays)
Grade levels	9-12
Enrollment	1269
School type	Public
Student's proximity to school (2023-24)	¼ mile – 41 students (3%) ½ mile – 96 students (8%) 1 mile – 310 students (24%) 2 miles – 690 students (54%)
Participating School in Sonoma County SRTS program?	No
Student Travel Mode info (Sept 2023 student arrival/departure tally data)	Travel mode data unavailable, but principal Napoli reported that on a typical day, there are up to about 50 students who bike, skateboard, or scooter to school. 2/8 was a very cold morning, and there were far fewer observed (perhaps 15 total skateboards & bikes)
Safe Routes to School Non-Infrastructure Programming (2023-24)	n/a

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.

See Appendix for walk audit pictures

CONCERNS &/or POTENTIAL SOLUTIONS:

Fair Street & Douglas Street & school parking lot:

Concerns/observations

- Drivers enter and exit parking lot at both the northwest (Douglas St.) entrance/exit and the southeast entrance/exit. The parking lot can become congested, and drivers maneuver around

cars that are dropping off students and around one another in both directions, which creates potential conflicts and some confusion of operations.

- Some drivers turn left out of parking lot even though both exits are “right turn only”. There is a “Right turn only” sign on the southeast entrance/exit, but not on the northwest (Douglas) side.
- Cars parked at intersection of Douglas & Fair St. and on either side of parking lot entrances block visibility for drivers and other road users.
- The curbs are not ADA compliant
- Student (skateboarder) commented that there are lots of cracks on the sidewalk on Douglas St., potential hazards for skateboarding and other wheeled sidewalk users.

Potential Solutions

- District to consider converting parking lot to be one-way traffic, with drivers entering at the Douglas St. entrance and exiting on the other side.
- District to consider adding a stop sign and painting a stop bar at parking lot exit, as well as adding pavement markings (one-way arrows, designated crossings for pedestrians within the parking lot, etc) & striping a right turn only lane at parking lot exit.
- City to consider improvements to crossing at Fair & Douglas
 - Bulb-outs to shorten crossing distance
 - Move stop-signs in so more visible to drivers
 - Daylighting (removing visual barriers within a minimum of 20 feet; i.e. red curb paint) all curbs
 - Rapid Rectangular Flashing Beacon (RRFB), similar to other crossings in front of school
- City to install ADA compliant curb ramps at Fair & Douglas (all 3 curbs where crosswalk is marked)
- District to make sidewalk repairs wherever cracks exceed one-quarter inch.

Fair Street between Douglas Street & Bassett Street (including mid-block crossing at Fair St.):

Observations/Concerns

- A freshly painted crosswalk and relatively new RRFB is installed mid-block northwest of school frontage.
- Attendees are happy with this safety feature, but students indicated that the RRFB seems “not very bright” and car drivers still don’t always yield to pedestrians.
- Sidewalks on west side of Fair St. may not be ADA compliant due to cross slope.

Potential solutions:

- City to consider installing a “Yield to pedestrians” in-street pedestrian crossing sign (mid-block) to encourage that behavior.
- District to evaluate sidewalk slope and consider replacing sidewalks.

Fair Street & Bassett Street:

Concerns

- Bassett St. is heavily used by students walking, bicycling & skateboarding – Principal indicated that the “majority” of students walk down Bassett, so any improvement to this intersection would be welcome for the safety of a large number of students.

Potential Solutions

- City to consider the following improvements.
 - Bulb-outs to shorten crossing distance
 - Add ADA compliant curb ramps
 - Move stop-signs in so more visible to drivers
 - Daylighting curbs
 - Rapid Rectangular Flashing Beacon (RRFB), similar to other crossings in front of school

Fair Street & English Street:

Concerns

- This is another intersection heavily traveled by students utilizing active transportation to/from school.
- Although attendees mentioned that drivers are generally “well behaved” because it’s a 4-way stop, students mentioned that sometimes drivers do not yield to them.
- Drivers are known to speed on English St., neighbors have complained about speeding drivers. Law enforcement is limited in their ability to enforce speeds because often they are not actually in violation of the current posted speed limit; they just appear excessive (and likely are given the neighborhood, school zone, etc).

Potential Solutions

- City to consider the following improvements to intersection.
 - Bulb-outs to shorten crossing distance
 - Move stop-signs in so more visible to drivers
 - Daylighting curbs
- City to consider installing a traffic circle on English, near City Hall, to reduce traffic speeds
- City to reduce speed limit to 20 MPH in accordance with AB 43.

Broadway Street & English Street:

Concerns

- This is another intersection heavily traveled by students either who have parked in the neighborhoods around the school and/or who have utilized active transportation to/from school.
- Attendees mentioned that drivers often run or at least “roll through” this intersection, and wondered if anything could be done to improve compliance by drivers.
- This intersection can get quite congested at drop off/pick up, which may lead to impatience from drivers.

Potential Solutions

- City to consider the following improvements to intersection.
 - Bulb-outs to shorten crossing distance

- Move stop-signs in so more visible to drivers
- Daylighting curbs
- Refresh/paint yellow school zone crosswalks in all directions

Broadway Street & Bassett Street:

Concerns

- Principal Napoli commented that this is a location where he is “surprised people have not been struck by vehicles” more often. Drivers “barrel down” Bassett toward Broadway/the school. In prior years, drivers would “swoop in”, drop off students in the school parking area at the corner of Bassett and Broadway, then “swoop out.” Due to this type of behavior, last year, a driver hit a dog that was being walked by a resident at that location. As a result, the district installed a stop sign for cars who exit that parking lot, but the area is still a problem.
- Speeding down Bassett appears to be an issue, as well as students “peeling out” up the hill (sometimes purposely, sometimes not). Neighbors have complained of the speeding and “messing around” by student drivers.
- The school discourages drop off at this location (“no drop off” is painted in the roadway), but people still drop off and/or park on Bassett.
- There was a truck parked on an unpainted curb, seemed out of place in that location.
- Curb ramp on only one side of crosswalk

Potential Solutions

- City to refresh double-yellow centerlines approaching intersection, add dashed centerline to help guide drivers around the turn, daylight the intersection, add bulbouts, and add high-visibility crosswalks across Broadway Street and the parking lot entrance.
- District to consider adding a stop-bar before the stop sign to improve compliance.
- There was discussion about reconfiguring this space; perhaps converting the current basketball court into a parking lot, and the current parking lot into a smaller basketball court.
- City to consider painting red-curb where truck was parked
- City to reduce speed limit to 20 MPH in accordance with AB 43.
- City to review school zone signage on Bassett & install if needed.
- City to consider installing curb ramp on both sides of Broadway crosswalk

Bassett Street and Webster Street

Concerns:

- Drivers often speed down Bassett St., potentially running or rolling through this intersection.
- There is only one painted school zone crosswalk (across Webster on south side)
- Students expressed similar concerns mentioned at other intersections.

Potential Solutions:

- City to consider the following improvements to intersection.
 - Bulb-outs to shorten crossing distance
 - Move stop-signs in so more visible to drivers
 - Daylighting curbs
 - Refresh/paint yellow school zone crosswalks in all directions

- City to reduce speed limit to 20 MPH in accordance with AB 43.

Webster Street between Bassett Street and Hayes Lane:

Concerns

- Attendees commented on a lack of school zone signage and pavement markings on this street. They observed that there is great school zone signage/markings on Fair St./the main entrance and would like to see better signage on Webster and possibly other streets.
- Attendees inquired about why this entire stretch of road on the school side is a no-parking zone, red-curb. They wanted to know what the history of this is and if it was necessary to restrict parking on this street. Some commented that enabling parking could act as a traffic calming measure.

Potential Solutions:

- City to review school zone signage on Webster and surrounding roads and install signage/pavement markings where feasible.
- City staff commented that the no-parking zone may be due to the width of the street and it may not be feasible to allow parking on Webster. Also, there could be unintended consequences to allowing parking, such as people parking recreational vehicles on the street. However, city will explore whether enabling parking could be feasible on this section of Webster.

Webster Street and Hayes Lane:

Concerns

- Students commented that drivers often speed down Hayes, and there is no stop-sign at the intersection of Hayes and Webster to slow drivers down.
- Students commented that lighting is very poor at this intersection. Other attendees commented that lighting is poor in other areas around the school and that a “nighttime audit” would be beneficial to review this.
- The ADA ramp is a poorly constructed tripping hazard, and the paint in the crosswalk is considerably faded.

Potential Solutions:

- City to consider installing a stop sign/stop bar on Hayes St. at Webster (for vehicles traveling northeast on Webster toward Fair St)
- City to improve curb ramp on the northwest corner of Hayes & Webster
- City to refresh paint in crosswalk
- City to reduce speed limit to 20 MPH in accordance with AB 43.
- City to explore additional traffic calming on Hayes Lane.

Hayes Lane & Webster Street (across from the school track):

Concerns

- Many students cross at this location to/from school and sporting events. Currently there are no marked school zone crosswalks.
- Cars park close to intersection, blocking visibility for students crossing there.

Potential Solutions

- City to consider the following improvements to intersection.
 - Install yellow school zone crosswalks in two directions, across Webster and across Hayes (likely on the south side, providing a direct connection to the public access gate to the track)
 - Bulb-outs to shorten crossing distance
 - Move stop-sign in so more visible to drivers
 - Daylight curbs

Hayes Lane and Hinman Street:

Concerns

- Although the school does not wish to encourage/allow drop off at this location, it has become an unofficial drop off zone, so quite a few vehicles travel in this location.
- The roadway is fairly wide, but the corner is very tight, which is a potential for conflict or crashes.

Potential Solution:

- City to add curb advisory striping and signage

B Street between Hinman Street & Fair Street:

- Students mentioned that drivers often speed down B St.
- Attendees were impressed with the new bicycle lanes and intersection improvements on B St. & Fair St., and we discussed how these improvements help slow traffic and reduce conflicts between drivers and pedestrians.

Potential Improvements:

- Continue improving intersections all along B St. (already in the city ATP plan!)
- City to explore reducing speed limit in accordance with AB 43.

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 3rd 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 (1-2 for high schools)
 - 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@bikeosnoma.org

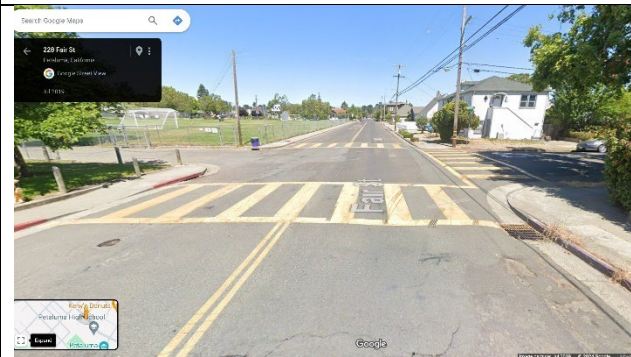
Appendix: Walk Audit Pictures:



Parking lot entrance/Fair Street (northwest entrance, next to Douglas St), add curb ramps, enter one way



Parking lot entrance/Fair Street (southeast entrance, B street side) – add curb ramps, exit one way



Fair Street & Bassett – daylight intersection, add curb ramps, bulb outs, RRFB, etc.



Fair St & English – daylight intersection, add bulb outs, etc.



Broadway & English – refresh/paint crosswalks, daylight intersection, bulb outs, etc.



Basset at Broadway – heading toward Broadway (high potential for conflict at this location)



Bassett at Broadway (looking up Bassett)– “no drop off” zone, truck parked in odd spot

Webster at Barrett – daylight intersection, add bulb-outs, refresh & paint crosswalks



Hayes & Webster – Webster to the right (install stop sign on Hayes for vehicles heading down (northeast)

Pearce & Hayes – paint crosswalk?