



Santa Rosa Safe Routes to School (SRTS) Task Force

Meeting Notes of Tuesday, June 10th, 2025

[You can view the recording of this meeting by clicking this link](#)

Members in attendance

Christina Panza	Director, Safe Routes to Schools & Education	Sonoma County Bicycle Coalition
Sarah Hadler	Safe Routes to School Education/Encouragement Program Manager	Sonoma County Bicycle Coalition
Alexander Ocegüera	Active Transportation Planner	City of Santa Rosa
Staci Desideri	Executive Director of Wellness and Engagement	Santa Rosa City Schools

Additional Attendees via Teleconference: Gloeckner (Traffic Sergeant, Santa Rosa Police Dept); Jason Lea (Principal, Roseland University Prep/Future Superintendent of Roseland Public Schools); Skye Kraft (Proctor Terrace Parent/ SRTS Champion); Laurel Green (Roseland Elem PE Teacher/SRTS Champion); Raúl Guerrero (Retiring Superintendent, Roseland Public Schools); Mitch Tucker (Retiring Principal of Luther Burbank Elem); Evelyn Aderson (Principal, Santa Rosa French American Charter)

Notes on Agenda items:

1. **Introductions**—Christina welcomed everyone to the Task Force meeting. Attendees went around and introduced themselves (please see “Members in Attendance”).
2. **SRTS Program Update (Christina Panza)**
(this item begins at [0:00](#) on the video recording)
(Powerpoint slides included in note packet)
 - a. SRTS Goals (*Slides 1-2*)—for those of you new to the SRTS program, the goals are:
 - i. Encourage more students/families walk, bike, scoot, skate, bus or carpool for transportation
 - ii. Educate kids/families to know how to be safe while doing so
 - iii. Identify barriers to active transportation and make engineering improvements
 - iv. Connect the community and make sure they are aware of the benefits of SRTS to health and environment
 - b. Comprehensive SRTS Services (*this item begins at [0:41](#) on the video recording; Slide 3*)—we have a very comprehensive program that includes:
 - i. Education,

- ii. Encouragement,
 - iii. Engineering
 - iv. Evaluation--The evaluation that we do with all our partner schools involves taking data on how students are getting to/from school and we can use this information on grant applications; we also make GIS maps for each school which shows where kids live in relation to the school which has multiple purposes, understanding what the modes are and what the potential for mode shift is, what routes should be highlighted for safety improvements, what possible meet up spots there are for parking and walking or walking school bus meet ups. These maps are essential and we make them for all of the schools we partner with and even schools we don't partner with that we have an MOU with the school district.
- c. SRTS Education Program (*this item begins at [1:31](#) on the video recording; Slide 4*)
- i. County-wide, we educate more than 8500 students annually.
 - ii. We partner with more than 50 schools in the county, 26 of which are in Santa Rosa (for the 2024-25 school year).
 - iii. We do classroom presentation, on-bike education, community education and outreach.
 - iv. Our Lead Instructors are League of American Bicyclist Certified which is the gold standard in cycling education.
- d. Educational Resources: Daylighting Law (*this item begins at [2:02](#) on the video recording; Slide 5*)
- i. A new resource that we developed this year and will probably go out in the beginning of this next school year is info on the new Daylighting Law. We're hoping that our District partners and Law Enforcement partners will share this so that people understand that they should not be parking within 20 feet of the approach to an intersection or crosswalk and this is against the law now. We're not sure if the Santa Rosa police department is issuing citations to people who violate this law. It's a safety issue for people crossing the street.
- e. SRTS Encouragement Programming (*this item begins at [2:50](#) on the video recording; Slide 6*) is all about encouraging schools to do events and share out thematic challenges to get kids/families to walk/roll to school and understand the benefits and be inspired about all the reasons that it's good for our health and the environment to walk/roll. These are our Walk/Roll Events Challenges for 25-26:
- i. Buddy Meet Up Challenge (Sept)-encourage families to meet up and share their stories.
 - ii. International Walk & Roll to School Day (Oct) – Safety Challenge—learn about safety while walking/rolling. We encourage all schools to participate in Int'l Walk and Roll to School Day.
 - iii. Ruby Bridges Walk to School Day (Nov) – Letter Writing Challenge to Ruby Bridges why what she did was important and why walking to school or community or equal rights means to you and we'll send these letters to the Ruby Bridges Foundation.
 - iv. Walk & Roll for our HeARTS: Annual Art Contest (Feb)—the artwork you see on this page is from our art contest this year. We do a calendar each year that includes the winning artwork from this challenge.
 - v. Spring "Go Green" Challenge (March/April) –encourage families to track walking/rolling or bussing to school; they can track when they've done it on an online form.

- vi. Bike to School Day (May)
 - vii. This is a robust encouragement program and any school can participate in these initiatives which we send out in our e-newsletters, whether they're enrolled in our program or not. With our partner schools, we communicate with regularly and we track what they're doing and they share what they're doing.
- f. This year's Bike to School Day was on May 7, 2025 (*this item begins at [5:30](#) on the video recording; Slide 7*)
- i. This was super successful this year! In Santa Rosa alone, 505 students biked to school, 153% more than on an average day. County-wide, it was 200% increase.
 - ii. If you look at the schools on this list, you can see increases were anywhere from 25% to over 500%. You know kids are doing this, you see kids on bikes and they're biking from home you can see the potential for how many students could actually bike on a regular basis if they had the skills and the knowledge and felt safe.
- g. Walking School Buses and Bike Trains and park and walk meet up sports (*this item begins at [6:19](#) on the video recording; Slide 8*)—we are working with schools to help facilitate them in starting Walking School Buses, BikeTrains or meet up spots.
- i. 15 Santa Rosa schools have active Walking School Buses or Bike Trains established (some with multiple routes)! This is an amazing way to build community and engage more families in walking and rolling.
 - ii. One of our schools this past fall had a student project where students identified meet up spots and routes and recruited teacher and parent leaders. They were featured in the Press Democrat. This is something really cool that schools can do if they have the motivation and enthusiasm about walking and rolling.
- h. SRTS Engineering (*this item begins at [7:00](#) Slide 9*)—in SR, we have an amazing partnership with the City of SR Public Works and Planning Dept (Alexander will be presenting later) and with the Police Dept. We have been doing Walk Audits/Site Assessments since Fall 2023 and we look at all the schools and what their barriers are to walking/biking and we develop a report that has potential solutions. These are the sites we've audited so far. We have a list that we go through methodically and we will continue doing these next year. We will likely be switching the order just a bit because the county program is doing a strategic plan with a ranking of schools, so we're not putting out the list for this coming school year just yet. Alexander will speak more about this.
- i. Sequoia Elem – 9/11/23
 - ii. Wright Charter – 11/8/23
 - iii. Austin Creek Elem – 12/4/23
 - iv. Lincoln Elem – 1/10/24
 - v. Brook Hill Elem – 2/23/24
 - vi. JX Wilson Elem – 2/25/24
 - vii. Helen Lehman Elem – 3/11/24
 - viii. Kawana Springs Elem – 4/2/24
 - ix. Steele Lane Elem – 4/23/24
 - x. Monroe Elem – 5/7/24
 - xi. Comstock Middle – 8/27/24
 - xii. Slater Middle – 9/18/24
 - xiii. Taylor Mountain Elem – 10/16/24
 - xiv. RL Stevens Elem – 11/19/24

- xv. Montgomery HS – 12/10/24
- xvi. Burbank Elem – 1/21/25
- xvii. Cesar Chavez – 2/18/25
- xviii. Roseland Elem – 3/26/25
- xix. Meadow View Elem – 5/13/25
- xx. Sheppard Elem – 4/8/25

3. E-Bicycles: Getting Ahead of Potential Issues (Christina Panza)

(this item begins at [7:58](#) on the video recording; powerpoint slides included in note packet beginning at Slide 10)

- a. As cycling advocates, we are committed to prioritizing the safety of children. As adults who are bicycle enthusiasts, we think e-bikes have many great benefits for people travelling long distances, who are going up lots of hills and carrying heavy things, so we recognize that e-bikes are very useful, we are not anti e-bike, but at the same time, we have serious concerns about e-bikes especially for children/teens that we want school districts and parents to be aware of, so we are creating educational materials to share.
- b. Why E-bike awareness and education is necessary *(this item begins at [8:43](#) on the video recording; Slide 11)*. E-bike education must address the increased speeds and maneuverability of a heavier device. E-bikes are fast and that creates issues.
- c. The greater the speed, the greater the risk of severe injury. ER doctors are seeing severe head trauma and pelvic injuries similar to motorcycle crashes *(Slide 12)*.
- d. E-bike crashes/Data from Marin County where there is much higher e-bike usage *(begins at [9:12](#) on the video recording; Slide 13)*. They've run into a lot of issues with e-bikes and now 21% of their crashes are with e-bikes. The chart on the left shows overall bike crashes by age and there are more crashes with 10-15 year olds than any other age group, so we know that they're going to get into crashes and e-bikes are more dangerous than regular bikes.
- e. California and federal laws for e-bikes *(begins at [9:54](#) on the video recording; Slide 14)*. Here is information on the classes of e-bikes. There are three classes of e-bikes. Class 1—top assisted speed is 20mph and they are pedal only; Class 2—top assisted speed is 20mph and there is a pedal and a throttle; Class 3—top assisted speed is 28 mph and they are pedal only. According to California Law, legal e-bikes must have:
 - i. Working pedals
 - ii. Max of 750 Watts
 - iii. Throttle that can never, ever be altered or switched to exceed a max speed of 20mph on motor power alone
 - iv. A label on the e-bike designating class
- f. To be very clear, “Any device that can exceed 20 mph on motor power alone is not an “electric bicycle – it’s a motorcycle.” Attorney for People for Bikes (NHTSA) *(begins at [10:45](#) on the video recording; Slide 15)*. When on an e-bike, and throttling over 20mph, they are essentially riding a motorcycle.
- g. Buyer Beware *(Slide 16)*
 - i. Class 2 E-Bicycles are readily available (often online) at a lower price point than Class 1 and 3 which makes them the most popular option at this time.
 - ii. They can currently be easily hacked to speeds exceeding 20 mph on throttle power alone, making them illegal to ride on public roads and paths, and even more dangerous.

- iii. Advise parents: if purchasing a Class 2 e-bicycle for your teen, consider disabling throttle and/or establishing rules about not adjusting throttle speed under any circumstance. We want our schools and law enforcement partners to share this information.
 - iv. Consider buying local to guarantee proper assembly and for ongoing maintenance.
 - h. Be Aware (*Slide 17*)—Middle School students “bragged” they could switch into speeds greater than 20 mph. Average speed of a “conventional” bike ridden by a 14 year old is 9.7 mph so E-bikes travel at twice that speed!
 - i. At this time, in California, there are no age restrictions for Class 1 and 2 e-bikes that operate up to 20 mph, the Consumer Products Safety Commission recommends that between ages 9-12, children should not operate any product that that travels faster than 10mph (*Slide 18*). FYI: Marin recently passed a pilot law that you have to be age 16 and older to drive an e-bike, but we do not have that law in Sonoma County.
 - j. What can schools, districts and city partners do? (*begins at 13:35 on the video recording; Slide 19*) We have created an educational piece in English and Spanish that is 2 pages. On the left side, we have things parents should consider when planning a purchase. We include pros and cons, like higher speed/travel/maintenance/higher expenses, etc. The cons are definitely something to think about. The other page (*Slide 20*) is info about classes of e-bikes and e-scooters, you do have to be over the age of 16. There are other resources/links to our website and e-bike safety trainings that we highly recommend and a great book for parents (*Slide 21*).
 - k. Other things our partners can do, we recommend that (*Slide 22*):
 - i. Site or District letter to Middle/High School students/parents re: E-bicycles (template available on SRTS website to download/modify/use)
 - ii. E-Bicycle Parking Registration Policy for High Schools or even Middle Schools (template available on SRTS website)
 - iii. Letter from Local Law Enforcement to parents, describing illegal devices (template available on SRTS website)
 - iv. Implement the SRTS “Drive Your Bike” online modules in all middle school PE classrooms (E-Bicycle module coming soon!)
 - v. Request an E-Bike education session for groups of parents and/or teens who are already riding E-bikes to school.
 - l. We will send this information out in the beginning of August in our e-newsletter and ask our partner schools to share this educational information about e-bikes.

4. City of Santa Rosa Public Works Update – Current Projects & Future Plans (Alexander Ocegvera)

(*this item begins at 18:22 on the video recording*)
 (Powerpoint slides included in note packet)

- a. Presenting on the City of Santa Rosa Active Transportation Update (*Slide 1*)
- b. Focus on infrastructure improvements (*Slide 2*)—emphasize that coming to these meetings, and going to schools and doing the walking audits really help us to make improvements and we use this information to apply for grants and use grant funding to make infrastructure improvements that make a difference for the kids walking and biking to school.
- c. Lincoln Elementary (*begins at 19:33 on the video recording; Slide 3*)—walking audit was in Jan 2024 and sometimes improvements can take some time to come to fruition in terms of funding or there isn't a project in place. Last spring, our internal

- crews had project resurfacing roadway and because of the walking audit where the principal gave feedback that people were parking in the bike lane which led to stacking of cars in the travel lane, we asked to add a buffer to the bike lane which adds more space and also added delineators which are vertical elements in the roadway that stopped people from parking and creating back up and issues at the crosswalk.
- i. Other improvements in the area will be through some TDA Article 3 funding, we will add Rapid Rectangular Flashing Beacons (RRFBs, either one or two) at Simpson and/or at Rockwell.
- d. RL Stevens (*begins at [21:54](#) on the video recording; Slide 4*)—there were plenty of things that the RL Stevens folks pointed out. One was the signal at Stony Pt Rd/Giffen where left turners had a permissive turn arrow (coming off of Stony Pt and onto Giffen) and would turn into oncoming walkers, so we changed the timing and it became a protected signal, where left turners get the green turn only; the timing of this is during school pick up and drop off and makes it safer for people walking across the street.
 - i. We did a pop-up crosswalk event and this idea was brought up during the walking audit, we put crosswalk markings and cones to bulb out the curb, making the roadway narrower and the crossing distance shorter. When we installed it, people started to slow down, and made it safer for people crossing with a shorter crossing distance. A simple improvement here and what we're planning to do is just to add delineators and striping the sides (around \$500); this is something we can do without establishing curb ramps, which would be much more expensive (\$25,000).
 - e. Montgomery Highschool (*begins at [24:56](#) on the video recording; Slide 5*)—we did a walking audit and there are plenty of crosswalks at this location. Audits really help inform our decisions—our advisory committee asked us to look at the upcoming changes/closures in schools, so we are using grant funding to add a couple of RRFBs, the flashing lights will help bring attention to kids crossing and we will also be adding curb extensions at multiple locations to shorten the crossing distances.
 - f. Roseland Elementary (*begins at [26:02](#) on the video recording; Slide 6*)—at one of our early Task Force mtgs and before the Roseland Walking Audit, it was brought up that the crosswalk at West/Sebastopol needed improvements and we added a crosswalk on the west side of Sebastopol Rd so that kids could more easily cross over to the new Boys and Girls Club.
 - g. Luther Burbank Elem (*begins at [27:26](#) on the video recording; Slide 7*)—we are trying to work with local community group (Friends of the Greenway) because kids going to and from school on the Sebastopol Road sign of town under the Prince Memorial Greenway, felt uncomfortable, so we're trying to get a Walking School Bus going in partnership with the local group. We hope the next principal will work with us on that.
 - i. This intersection shows Sonoma and A St—we plan to add curb extensions, delineators in the roadway, so you get the daylighting and it will make sure that people don't park in the red curb area. It can take awhile for these projects to happen.
 - h. Bike Buses and Walking Buses (*begins at [29:07](#) on the video recording; Slides 8-9*)—another thing that is important that I'm willing to help out on and go to your schools to try and create this program of Bike and Walk buses.
 - i. At the French American Charter, a teacher helped create program where kids could create routes where students could get picked up along the way, creating a biking school bus. There were central mtg locations where people meet and ride in together. The benefits of this are many: creates a

sense of community, encourages working together, encourages getting to know your neighbors, creates less traffic at school pickup and drop off, reduces environmental impacts, has physical, mental, and social health benefits, and can also set lifelong habits for well-being.

- ii. Here is an example of what they set up for National Bike To School Day options—this is a google doc of different routes that you could sign up for. Alexander rode on the blue line all the way from Sequoia elementary and it was a very comfortable bike ride. If there is interest, Alexander would be glad to partner with schools.
 1. Laurel Green, from Roseland Elementary, is definitely interested. Alexander is working with the teacher from SR French Amer Charter and can help with the project next year.
 2. Christina said that SRTS was excited by this as well and thanks to Evelyn, Sara and Kevin. This is so inspiring and we're sharing the info with all of our school partners. This school has parents who have run Walk/Roll every month for the past few years, so the students are very aware.
 3. Laurel asked for a handbook and offered to help. Evelyn said that would be great, there is no handbook. The 6th gr class took on an earth month challenge, and it had a French theme as well, that the bike routes looked like the Paris metro. The teacher and parents really supported the kids and ran with it. The google doc really describes how it's done. SRTS shared the google doc with our partner schools in May. We can help support with a map like that. Christina will send the presentation and post to our website.
 4. Evelyn emphasized that a lot of communication went out the week prior, they put visuals out the week before, sent messages via Patent Square. Christina said it's a testament to Evelyn who is supporting these communication going out. This project requires strong parent, teacher and admin support.
- i. Ongoing Efforts and Funding Sources (*begins at [37:07](#) on the video recording, Slides 10, 12*)
 - i. TDA Article III funding--this comes through SCTCA and is a helpful source of funding; our Bicycle and Pedestrian Advisory Board (BPAC) Mtg allocates that funding. This year, we proposed 3 options to them and school funding project added to the list and was unanimously passed. If you would like to support this funding going to school projects, you can come to a BPAC meeting. We will send this info out to Christina at SRTS to disseminate info to school communities.
 - ii. Another way to improve infrastructure around schools is through our slurry/pavement maintenance projects. We did this at Comstock MS, which could be closing soon, but there are a couple spots for RRFBs, in front of the school on Steele Lane—we'll be adding those in the next pavement project. During the walking audit, a student let us know which crosswalk was used more and a crossing guard gave info as well.
 - iii. Another source of funding is SS4A (Safe Streets and Roads For All)—we are going to be influencing 48 miles of roadway, adding curb extensions at crosswalks, using paint and delineators to make crossing distances shorter throughout the city, 194 potential signalized intersections. We have potentially, depends on if the funding goes through, over a million dollars for these spot improvements.

1. The SS4A grant happens every year, and we are applying this year to the program for the funding. We're trying to help create for a circulation plan for Roseland Dist plan, around a bunch of schools and we use the info from our Walking Audits. On Sebastopol Rd area around West and Burbank Ave, we have a lot of issues, we want to have a consultant come and help with engagement and to slow speeds down in those areas and make it safer for people walking and biking in those areas. The pink area is an area of persistent poverty and we're trying to focus here and make improvements as the area is developed and more people move to that area (*Slide 11*). We want to figure out the best, most safe way for people to get through their neighborhoods.
 - a. Christina said that the image submitted to show project area and where students live within the project area is a result of the partnerships we have school to gather the GIS map data.

5. Santa Rosa Police Department Update (Summer Gloeckner)

(this item begins at 43:30 on the video recording)

- a. Daylighting—not a lot of citations being issued, some streets are not being marked. If they get a complaint, officers will go check the issue and issue a warning.
- b. E-bikes—like the information, we'd be interested in putting info out over social media pages; wondering about data on e-bikes, i.e, how many kids are riding e-bikes.
- c. When school begins, motor officers will be coming out to enforce and give warnings about u-turns and the illegal turns parents are making, remind parents to follow the laws.
 - i. Christina said we could create some social media images or the PD could use our content to make your own social media posts. Summer said that the press info officer could create content and videos, especially on the 3 different classes of e-bikes, as parents may not know.
 - ii. Christina said as for the number of riders, we don't have particular data, but we have seen an increase. For example, a 4th grader brought an e-bike to a bike rodeo
 1. As e-bikes become more affordable, more people will buy them, as we see in Marin and there have been some very serious crashes there and we're hoping to get ahead of this and head off the problem here, getting the word out as a community.
 2. Summer—it's hard for young ones to understand the rules of the road, and that the bike is a vehicle on the roadway. It's important to get the information out there.
 3. Stacy said that one of the things of most impactful understanding is about braking on an e-bike. With an e-bike, start braking significantly earlier.
 - iii. Facing budget cuts and slimming down traffic team, but we will send officers to attend school events (Sergeant Medeiros is the main contact within traffic); Lieutenant Lucky will be rotating out in August and going back to regular control, so Lt Maherin will be the traffic Lt and Summer will send his contact info. Christina said it really helps when an officer can attend the Walking Audits.
 - iv. Laurel said that the Town of Windsor has done a lot of public announcements around e-bikes. The students that she taught skills to

about 10 years ago are the students riding e-bikes around town. The Town has great resources, postings on parent square and info going out from the Town. It's a flat, small town and everyone lives nearby.

6. District/site SRTS infrastructure or enforcement issues, concerns & opportunities
(this item begins at [50:50](#) on the video recording)

- a. Stacy said that Caritas Village, in August, is doing an open house for families. Stacy sees younger students riding don't have helmets or out of date, old helmets. Could anyone help to get helmets out to the community?
 - i. Christina said that our SRTS helmet program is primarily through 4th grade bike rodeos. We work with Providence as a sponsor, they purchase helmets and we get donations for them. Helmets are not an allowable expense. The CHP/Law Agencies/SRPD have had helmet supplies to give out at certain events. Any district or school can reach out to us to do outreach at school events, please email Christina.
- b. This meeting will be posted and we'll be in touch with our districts and schools about what we shared. Thank you to everyone for being here!

7. Next Meeting(s) & Adjournment

- a. Christina, Alexander, Sarah and Stacy talked at the end of the Task Force meeting about when we should have our next meeting. Some suggestions were to tack on to a principal meeting (all elem principals meet 2x/month), but that would have to be in each school district and there are several that are within Santa Rosa (SR City/Rincon Valley/Bennett Valley/Wright, etc). We need to figure out the right level of engagement and who is our target audience.

**District site issues, concerns & opportunities may also be emailed pre- or post-meeting to Christina Panza, SRTS Director & Task Force Facilitator at christina@bikesonoma.org*