



## Piner High School SRTS Walk Audit/Site Assessment

Wednesday, February 4<sup>th</sup>, 2026



**In attendance:** Christina Panza (SRTS Director), Alexander Oceguela (City of Santa Rosa Active Transportation Planner), Mike VanMidde (City of Santa Rosa Associate Traffic Engineer), Yuri Koslen (City of Santa Rosa Transit Planner); Brooke Brande (Providence Health Foundation); Norma Vasquez (Assistant Principal); Alexis Santos (Junior/Student); Jennifer Noriega (Junior/Student)

*In addition to the audit on 2/4, SRTS staff visited both of the Piner HS ASB classrooms, taught by Ms. Kimberlee Case, and engaged with ~60 students in sharing their concerns/barriers to active and alternative transportation. Close to 40 students also responded to a pre-audit Google survey, shared by Ms. Case, where they were able to share specific areas of concerns. Their responses were reviewed and discussed during the audit and relevant concerns are incorporated in this report.*

**Route:** Began at school main entrance on Fulton Road. Walked south to Jenes Lane, then back to campus. Cut through campus to back pathway connecting to Peterson Lane. Walked north on Peterson Lane to Sundance Street, then south to Yardley Street/Oak Knoll Drive. Then headed back north on Peterson Lane and returned to campus on the pathway.

**Pick up/Drop off:** Morning drop off and afternoon pick up for Piner takes place in several locations: the school driveway loop, the school parking lot, the Youth Community Park on the west side of Fulton Ave, on Peterson Lane behind campus, and on neighboring streets. City bus also drops off/picks up on both east and west side of Fulton Ave in/near the front of the school. SRTS staff observed drop off on 1/21/26 and noted the following.

- There is a walking/biking path connecting campus with Peterson Lane, just north of the Church of the Latter Day Saints, between Sundance Street and Westview Way. We observed students being dropped off in the area in vehicles and/or walking to campus.
- Quite a few students were dropped off at Youth Community Park on the west side of Fulton Avenue. Those students crossed at the pedestrian-activated HAWK crossing directly in front of the school main entrance.
- A few bicyclists and e-bicyclists were observed entering campus at the front entrance. Bicyclists heading south on the west side of Fulton crossed at the HAWK crossing directly in front of the school main entrance. School staff noted that they generally ride their bikes on the sidewalk rather than in the bike lane on Fulton Road.
- A few bicyclists and many pedestrians were observed heading north on Fulton to campus. Those walking on the east side of Fulton need to cross the southern driveway loop entrance to get to campus. A handful of students were observed cutting across the driveway rather than using the crosswalk, which seemed to slow car traffic as the students were behaving unpredictably.
- The school campus safety officer, Juan, was stationed at the southern driveway, greeting people, making sure cars entered the drop-off loop, and encouraging students to use the crosswalk. He was wearing dark colors both on 1/21 and on 2/4 and would benefit from having a brighter vest.
- A few drivers were observed pulling over on the east side of Fulton and also into Jenes Drive to let students out.
- The northbound City bus dropped off about 5 students at 8:19am.
- The southbound City bus dropped off upwards of 40 students close to 8:30am and all the students crossed at the mid-block HAWK crosswalk at the main entrance.
- Peak traffic seemed to occur on Fulton around 8:25am and traffic flowed relatively calmly.
- Cars were backed up (around 15 deep) at the North Campus driveway exit between 8:30am-8:40am, in the lane for cars turning left (south) onto Fulton. Cars turning right onto Fulton (north) were only 3-5 deep.

## School Information:

Address	1700 Fulton Rd., Santa Rosa, 95403
Morning Bell(s)	8:30am
Afternoon Bell(s)	3:27pm (Mon-Tues-Fri), 3:00pm (Wed-Thurs)
Grade levels	9-12 (will be 7-12 beginning 2026-27)
Enrollment	1546
School type	Traditional Public School
Student's proximity to school	2025-26 GIS Map Data 1546 Geocoded Students 1117 live within 2 miles of the school (72%) 304 live within 1 mile (20%) 81 live within ½ mile (5%) 14 live within ¼ mile (<1%)
Participating School in Sonoma County SRTS program?	No
Student Travel Mode info	Data not collected
Safe Routes to School Non-Infrastructure Programming (2025-26)	n/a – participated in Bike to School Day in 2025

## **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 School District prior to implementation.*

### **Fulton Road**

#### **Concerns and Observations:**

- The volume and speed of traffic on Fulton Road is heavy, especially during drop-off and pick up time, and drivers often do not pay attention and do not obey pedestrian right of way. A student expressed *“Even though I live right across from Piner High School and walk to school, some areas still feel unsafe or unpleasant. Traffic around the school is heavy during drop off and pick up times, which makes crossing the street stressful. Some crosswalks near the school are faded or not very visible, so drivers do not always slow down. There are also areas where cars speed up or do not fully stop at intersections, which makes walking feel less safe.”*
- Another student shared that *“cars tend to move quickly, and it can feel unsafe for students who are walking or bicycling. Heavy traffic makes crossing streets difficult and sometimes dangerous, which discourages walking or biking to school.”*
- The Class II bicycle lanes on Fulton Road are not very visible. It feels unsafe to bicycle on Fulton Road, and most of the students who bike along the road choose to ride on the sidewalk.
- On the Google survey, a student commented that if they bicycle at night, they feel like Fulton Road is not properly illuminated.
- The north driveway entrance into/out of Piner gets really jammed, and drivers often rush or drive recklessly to get to school on time, or to leave school.
- Many students cross Fulton Road at Appletree Drive, a signalized intersection. An audit participant commented that the crossing time at that intersection feels shorter than it should be.
- Drivers park close to the crosswalk at Quail Hollow Drive and Fulton Road, making it harder to see pedestrians crossing at that location. A student commented *“the crosswalk going into Quail Hollow Drive makes me feel unsafe because a lot of cars don’t really stop and go fast so they don’t realize children are walking.”*

#### **Potential Solutions:**

##### School/District

- Encourage students to walk, bicycle and/or bus to school rather than driving in single family vehicles, whenever possible, to reduce traffic and enhance safety for all road users. Partner with the Sonoma County Safe Routes to School program to develop strategies and policies to encourage students to do so.
- Educate the school community re: procedure for reporting hazards to the city, such as if timing on a crosswalk is not working properly, a light is out, there is excessive debris in the bike lane, etc.
  - Utilize the [My Santa Rosa App](#) to report any transportation-related hazard (not limited to sidewalks)

## **Blurb that can be posted in a school communication:**

***Concerned about a Hazard on your Route to/from School?*** MySantaRosa is a great tool to connect with City of Santa Rosa staff to report problems in the community and access City services. If there is something in the City limits that needs attention, simply submit a service request and even attach a photo. MySantaRosa routes the issue to the correct City staff, and a notification can be sent to the mobile app when the issue is resolved. Use the [online portal](#) or download the free mobile app ([IOS](#) or [Android](#)) to submit a request.

- Alternatively, take a picture of the hazard and email [saferoutes@bikesonoma.org](mailto:saferoutes@bikesonoma.org) with the specific location and description, and SRTS can report to the city on behalf of the school or parent.
- Educate school staff, students & parents about the [California Daylighting Law](#), and remind them not to park up against the corners at the approaches to intersections.
- Consider providing the school safety officer who guides students/drivers at the south driveway loop with a reflective safety vest to improve his visibility.

### City of Santa Rosa

- Consider converting existing Class II bike lanes to class IV protected bike lanes on Fulton Road between Guerneville Road and Piner Road.
- Add Leading Pedestrian Intervals (LPI) to signalized intersection of Jenes Lane and Fulton Road. Also check the intersection of Piner Road & Fulton Road for LPI. An LPI is a safety traffic signal feature that gives pedestrians a 3- to 7-second head start to enter a crosswalk before parallel vehicular traffic receives a green light. This intervention increases visibility, reduces vehicle-pedestrian conflicts by up to 60%, and enhances pedestrian safety/comfort at busy intersections.
- Check, and adjust if necessary, light timing/LPI's at Appletree Drive and Fulton Road.
- Consider improvements to the crosswalk at Quail Hollow Drive and Fulton Road to improve visibility for pedestrians and driver compliance, including daylighting the north side of the intersection to restrict vehicles from parking there.

## **Peterson Lane & vicinity**

### **Concerns and Observations:**

- A large number of students get picked up/dropped off or walk home behind Piner on Peterson Lane, and many students expressed a desire for improvements to this corridor to make it safer for active transportation. A student expressed that *"it feels dangerous because sometimes cars aren't paying attention and kids sometimes aren't, so it feels like a disaster waiting to happen."*
- Drivers often speed on Peterson Lane. Students specifically mentioned speeding between Carson Street and Sundance Street, and also *"before, near, and after Sundance Street near the Church of Jesus Christ of Latter Day Saints."*
- Visibility of and by pedestrians at the intersection of Peterson Lane and Sundance Street is compromised in a few ways: there is a large, overgrown shrub on the west side of Sundance Street (#1801) that is blocking visibility. Also, a vehicle is frequently parked on the west side of Sundance Street, next to the shrub, blocking sightlines even further. Finally, the road curves north of Sundance Street, so pedestrians can't see vehicles approaching from a distance.
- There are no bicycle lanes on Peterson Lane north of Appletree Drive/Laylani Court, nor is there a crosswalk on Peterson Lane between Sundance Street and Appletree Drive/Laylani

Court, which a student shared “feels very unsafe.” Participants pointed out the intersection of Peterson Lane and Yardley Street/Oak Knoll Drive specifically as one where they wish there were crosswalks, since it is in-between Sundance Street and Appletree Drive/Laylani Court.

- There are no sidewalks on the east side of Peterson Lane from slightly south of Sundance Street to Moonlight Way, and gaps between Moonlight Way and Fairbanks Drive.
- Several students commented that Marsh Road is missing sidewalks and is a busy road during school drop off and pick up times. One student wrote “*I walk home that way sometimes and am at the risk of getting run over.*”
- A student commented that they would like a crossing guard at Piner Road and Peterson Lane. Although it is a signalized intersection, Piner is a wide street to cross and may feel unsafe even with a signal.

### **Potential Solutions:**

#### City of Santa Rosa

- Consider additional traffic calming/pedestrian and/or bicycle safety enhancements along Peterson Lane, such as:
  - speed tables
  - a bicycle lane on the east side of Peterson Lane north of Appletree Drive/Laylani Court
- Notify homeowner at 1801 Peterson Lane to trim their overgrown shrub
- Restrict parking in front of #1801 Peterson Lane (west side)
- Consider additional improvements to the crossing at Peterson Lane and Sundance Street to enhance pedestrian safety
- Require property owners on the east side of Peterson Lane between Sundance Street and Moonlight Way to install sidewalks when/if they develop their property.
- Should county or homeowners install sidewalks at Peterson Lane and Yardley Street/Oak Knoll Drive, consider enhancing the crossing at that location with painted crosswalks, etc.

#### County of Sonoma

- Pursue funding to close sidewalk gaps on the east side of Peterson Lane between Fairbanks Drive and Sundance Street, and on Marsh Road between Holiday Street and Marlow Road.

## **Piner Road**

### **Concerns and Observations:**

- Many students who live north of Piner Road need to cross it to reach Piner High School. While there are signalized crossings available at Fulton Road and Peterson Lane, some students still choose to cross at the unsignalized intersection of Piner Road and Pinercrest Drive. This location lacks basic pedestrian facilities—including even a painted crosswalk—yet students continue to cross there because Pinercrest provides a more direct and convenient route from several neighborhood streets to the school. As a result, students are regularly crossing at a location that does not support safe pedestrian movement, increasing their exposure to traffic-related risk.
- Residents have expressed concern about crossing Piner Road in general. One student commented that he would like to see a crossing guard stationed at Piner Road and Peterson Lane, even though there is a signalized intersection at that location.

### **Potential Solutions:**

#### City of Santa Rosa

- Consider improvements to the intersection at Piner Road and Pinercrest Drive (between Fulton Road and Peterson Lane), such as a painted crosswalk, flashing warning beacons, and a median island or bulb-outs to shorten crossing distances.

- The Santa Rosa Active Transportation Plan calls for Class IV protected bike lanes on Piner Road between Fulton Road and Marlow Road, and between Cleveland Avenue and Range Avenue. It also calls for pedestrian intersection improvements at Piner Road & Peterson Lane, which are to be determined; options include bulb outs, a pedestrian refuge island, lane narrowing, and/or a road diet.

## **Other Areas mentioned**

### **Concerns and Observations:**

- Several students shared that the intersection of Marlow Road and West Steele Lane is concerning, that cars are “reckless” and it feels unsafe both for drivers/passengers and for bicyclists who are sharing the road with vehicles. One student wrote *“Where we turn left from W. Steele to Marlow Road, I notice the cars struggle to keep a clean left lane turn. I’m sure we need guided lines to help assist and prevent car accidents from occurring or just for safety.”* Another student shared that they think there should be *“dotted lines for cars turning left onto Marlow”* and that when cars don’t stay in the proper lane, it can infringe on the paths for bicyclists too. A third student mentioned that someone they love was killed at that intersection (presumably in a car crash).
- A student shared that at 1323 Edwards Avenue, between Edwards Avenue and Range Avenue, there are obstacles blocking sightlines for pedestrians. The student wrote *“There is a crosswalk where I’ve almost gotten run over many times, and in that same 4-way street, there is a side where cars can’t see from streets. When crossing, I have to walk in the bike lane to be able to see if I can cross due to cars being parked.”* There is also a large, untrimmed hedge on the southeast corner of that intersection that is likely the major cause of the sightline issues.
- A student shared that Guerneville Road and Steele Lane by Coddington is *“really scary to walk or ride my bike through.”*

### **Potential Solutions:**

#### **City of Santa Rosa**

- Install lane line extensions through the intersection of Marlow Road and West Steele Lane to guide vehicles to make safer left turns from West Steele Lane to Marlow Road.
- Follow up with property owner at 1323 Edwards Avenue to deal with the overgrown hedge.
- Explore the option of converting the intersection of Edwards Avenue and Range Avenue to an all-way stop.
- The Santa Rosa Active Transportation Plan calls out the following recommended improvements on Guerneville Road which will improve safety for bicyclists and/or pedestrians:
  - Separated (class IV) bike lanes between Cleveland Avenue and Fulton Road.
  - A shared (class I) bike path on Guerneville Road between the SMART Trail and Ridley Avenue, and between Coffey Lane and the SMART Trail.

### **Additional District/School SRTS Considerations:**

- Consider enrolling in/participating in the County SRTS program to participate in ongoing Walk/Roll initiatives (including but not limited to International Walk & Roll to School Day and Ruby Bridges Walk to School Day), and to be eligible to receive SRTS services such as bicycle and/or pedestrian safety education programming, and more. Continue to maintain a “school team” consisting of site admin, staff (teacher and/or classified staff), and students who can assist with implementation and communications.

- Consider assisting the SRTS program in data and information to maintain understanding of travel behavior and barriers to travel at Piner High School.
  - Conduct student arrival/departure tallies in September/October (not on a Walk/Roll Day) to gather data on the number and percentage of students who walk, bike, scooter/skateboard, carpool, transit, yellow bus and travel in single-family vehicles in both the morning and afternoon on a typical day.
  - Distribute student surveys, as requested, to collect more comprehensive feedback on the barriers to walking & bicycling as well as preferred routes to school.
- Consider establishing/promoting Walking School Bus” (WSB) or Bike Train meet up spots, or even alternative “drop-off locations” without a supervised walking/biking group, and supporting students in facilitating promotion and community participation. Students, teacher(s), or even vetted community members may lead a group of students on the Walking School Bus or Bike Train in the morning on special event days, and also encourage students to walk or bicycle together on non-event days. Walking School Buses/Bike Trains can operate a couple times a year, once a month, or even once a week during certain months, depending on capacity.

### **Potential Meet-Up Locations**

#### **North**

- Pioneer Park

#### **South**

- Raley’s Shopping Center
- Former Biella Elementary School site

#### **West**

- Northwest Community Park

- Pursue opportunities to provide free bicycle education, e-bicycle education, as well as adult “Smart Cycling” to parents who may not feel comfortable or knowledgeable about bicycling.
- Pursue opportunities to educate parents and neighbors about California’s Daylighting law. SRTS has created materials that schools can share re: the daylighting law here: [English Flyer](#) [Spanish Flyer](#) [English Social Media Infographic](#) [Spanish Social Media Infographic](#)
- Share information with students and parents about bus routes as well as students being able to ride the City Bus and SMART Train for free.
- Consider sharing the following SRTS tip-sheet(s) and videos to support safe walking, bicycling, drop-off, and parking & walking:
  - Walking Safety Tip Sheet [English](#) [Spanish](#)
  - Bike Safety Tip Sheet [English](#) [Spanish](#)
  - Driver Awareness for Safe Arrival/Dismissal [English](#) [Spanish](#)
  - E-Bicycles Tip Sheet [English](#) [Spanish](#)
  - Park & Walk Video [English](#) [Spanish](#)
- Report incidents to Santa Rosa Police Department when they occur (i.e., if someone is hit in a crosswalk but not hurt, etc), as well as ongoing concerns, near misses, etc.

## **Santa Rosa Police Department or CHP:**

- Monitor traffic in surrounding neighborhood to provide enforcement of illegal behaviors.
- Respond to school or city requests for targeted enforcement or speed trailer placement as indicated above
- Partner with SRTS to educate community members about California's new daylighting law, E-Bicycle and E-Motorcycle regulations, and more.

## **Transit Information/Options:**

- All students at the school can ride CityBus, Sonoma County Transit and SMART free of charge.
- If the school needs assistance planning school trips on transit, please use the tools on our website or contact me directly. If staff at the school need training passes in order to train students on riding the bus, we can make those available to staff at any school in Sonoma County.
- For your walking audit notes I wanted to provide a list of transit infrastructure related to this site.
  - Current for Piner High, the SRTS Study Map reveals students geocodes dispersal, showing that a many students/families are served by CityBus.
    - CityBus primary route serving the school are.
      - Route 6– currently operates east on Piner every 30 min.
        - Closest CityBus's bus stop
          - Northbound on Fulton Ave. - bus stop #80272 average daily– 60 boarding & 63 alighting's
          - Southbound on Fulton Ave. - bus stop #80294 average daily– 43 boarding & 114 alighting's
- Feasible improvement if the school would like to advocate for improved transit.
  - Changes/additions to bus stop.
    - Fulton Ave. – bus stop
      - Add real-time sign
      - Add another shelter (no bench needed)
      - Talk with art teacher about adding image to the shelter
    - More dialoged with CityBus staff regarding any matter of concern that the school may have.
    - Be in communication with school staff regarding bell times and current schedule
- City short / long term transit planning
  - Currently no long term plans

## **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 (including Transit), 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.

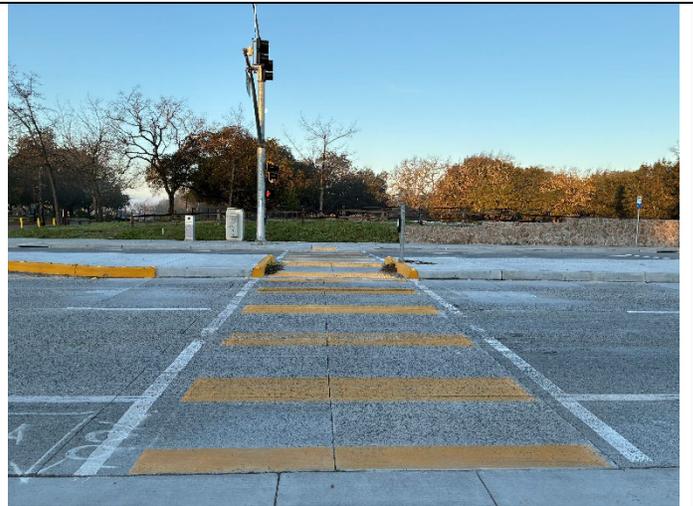
Santa Rosa Task Force meeting notices, agendas, and meeting notes & handouts can be found on our SRTS Task Force page [HERE](#).

- Enrollment for participation in the SRTS program takes place in April each year (deadline is April 30<sup>th</sup>). 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](http://www.sonomasaferroutes.org). To request to receive our SRTS E-Newsletter directly, email [christina@bikesonoma.org](mailto:christina@bikesonoma.org)

**Appendix: Walk Audit Pictures:**



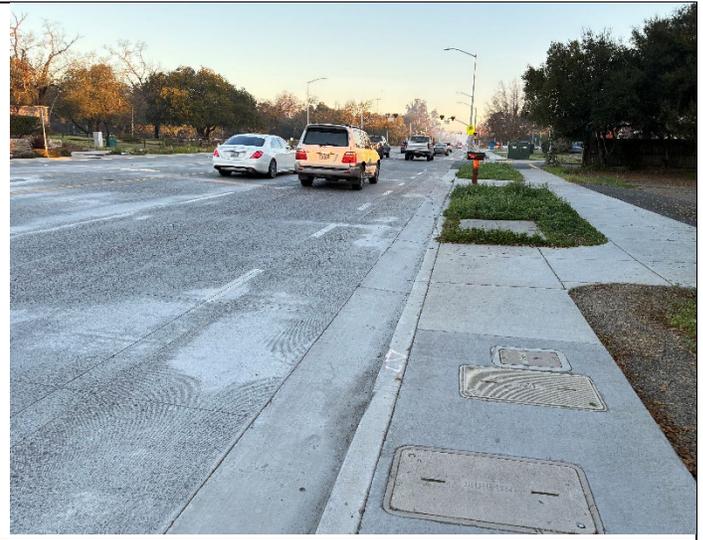
Pedestrian Activated HAWK signal in front of Piner High School (recently installed improvement)



Crosswalk at HAWK signal in front of Piner (recently installed improvement, but paint slightly faded already)



Many students crossing at HAWK signal in the morning after being dropped off at the bus stop on the west side of Fulton Road.



New bicycle lanes on Fulton are not visible; city staff shared that contractor responsible for recent Fulton Road improvements did not install properly. City plans to eventually convert these to buffered or separated bicycle lanes.



Sundance & Peterson; car parked in front of residence and overgrown shrub blocks sightline(s) for both pedestrians to see vehicles and for drivers to see pedestrians.



Closer view of vehicle parked at Sundance & Peterson. Recommend restricting parking at this location.



Peterson Ln & Yardley St/Oak Knoll Drive: crosswalk desired but city unable to install due to lack of sidewalks on east side of Peterson. Recommend county pursue funding to close sidewalk gaps on Peterson.



Consider installing a bike lane on the east side of Peterson Lane



Marsh Road sidewalk gaps – recommend closing when/ where feasible



West Steele & Marlow – add lane line extensions to keep car traffic in lanes & protect all road users



Consider improvements to the intersection of Piner Rd and Pinercrest Drive (between Fulton & Peterson) to improve safety for pedestrians



SR ATP Plan calls out improvements to bike lanes on Piner Road (convert current Class II to Class IV)



SR ATP Plan calls out improvements to bike lanes on Guerneville Road (pictured: Guerneville between Peterson Lane & Fulton)

*Funding for FY 2025-26 Safe Routes to School Walk Audit/Site Assessments is provided in part by the California Department of Public Health's Kids' Plates Program.*