

Proctor Terrace Elementary School

Wednesday, October 29th, 2025



In attendance: Christina Panza (SRTS Director), Sarah Hadler (SRTS Program Manager /Educator), Alexander Ocegüera (City of Santa Rosa Active Transportation Planner), Mike VanMidde (City of Santa Rosa Associate Traffic Engineer), Rani Goyal (Principal), Skye Kraft (parent), Norman Houck (parent)

Route: Began at school main entrance on Bryden Lane, introduced one another, then walked around the corner to Grosse Avenue to observe drop off. After observing drop off on Grosse, the group walked south to Bryden Lane and observed drop off in front of the school main entrance. The group then crossed Bryden Lane at Austin Way and headed down Bryden to 4th Street. The group walked east on the north side of 4th Street to the crosswalk at Proctor Drive, where a school crossing guard is stationed. We crossed to the south side of 4th Street to speak with the crossing guard, then headed back across 4th, to Proctor Drive, then Austin Way, heading east on Austin Way back to Bryden Lane and the school.

Pick up/Drop off: Morning drop off and afternoon pick up for the school takes place primarily on Grosse Avenue on the south side of campus. There is no designated school driveway loop, and parents drop off on either the east or west side of the street, depending on which direction they entered from. Drivers can enter Grosse Avenue by making a right turn from the 4th Street & Bryden Lane intersection to the west, or from neighboring streets to the east. A number of parents appear to drop-off and/or park and walk from Austin Way, but the streets adjacent to Austin Way appear to be underutilized for drop off/parking & walking.

There are two long yellow school buses and three short yellow school buses carrying students to Proctor Terrace in the morning and picking up students in the afternoon. In the morning, the two long yellow school buses drop off on the north side of Bryden Lane in front of the school, and the three

short buses drop off in the bus zone on Grosse Avenue. In the afternoon, one long yellow school bus picks up on Bryden Lane, and the other long bus and three short buses pick up on Grosse Avenue.

Crossing Guards are stationed at following locations:

- Mid-block on Grosse Avenue, in front of the school playground
- Bryden Lane and Austin Way
- 4th Street and Proctor Drive

School Information:

Address	1711 Bryden Lane, Santa Rosa, CA 95404
Morning Bell(s)	8:00am
Afternoon Bell(s)	2:20 (M, T, TH, F), 1:30 (W); TK/K 1:30 (M-F)
Grade levels	TK-6
Enrollment	337
School type	Charter
Student's proximity to school	2025-26 GIS Map Data 442 Geocoded Students 376 live within 2 miles of the school (85%) 240 live within 1 mile (54%) 88 live within ½ mile (20%) 27 live within ¼ mile (6%)
Participating School in Sonoma County SRTS program?	Yes
Student Travel Mode info (data collected in September 2025)	Walk – 9% Bike – 3% Other – 1% Carpool – 4% School bus – 15% Transit – 0% Single Family Vehicle – 69%
Safe Routes to School Non-Infrastructure Programming (2024-25)	2 nd Grade Pedestrian safety lessons 4 th Grade Bicycle Basics Lessons, Bike Rodeo 5 th Grade Mapping and Communication Lessons Multiple Walk/Roll to School Events annually

Additional School Information:

Due to school consolidation(s) in Santa Rosa City School District, the population and demographics of Proctor Terrace have changed significantly between the 2024-25 & 25-26 school year. In 2024-25, 333 students were in attendance at the time of geocoding, therefore enrollment has significantly increased. In 24-25, 25 students (8%) lived within ¼ mile of the school, 92 (28%) lived within ½ mile, 235 (71%) lived within 1 mile, and 279 (84%) lived within 2 miles of the school. In 2024-15, 17% of students walked to school, 4% bicycled, 1% utilized “other” active transportation, 5% took the school bus, and 72-76% of families drove in single family vehicles. Although the number of students living farther away has increased, the higher number of students who take the bus has offset that in terms of single-family vehicles.

As a result of increased enrollment, the Santa Rosa City School District is in the beginning stages of planning reconstruction of Proctor Terrace Elementary. In the interim, portable buildings have been/will be added to the east side of campus. Principal Goyal indicated that the main building may eventually be relocated to that side of campus, due to the earthquake fault line, with the fields relocated to the side where the main building is now. A committee is being formed to begin discussions about the future reconstruction, which community members, including Safe Routes to School may engage in.

Although the approval by the city is not required for school reconstruction projects, we strongly recommend that the School District keep City Transportation and Public Works informed about plans along the way, so city planning/transportation staff will have the opportunity to support the process and provide feedback re: how changes will impact transportation to/from school.

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.

Concerns & Observations:

Grosse Avenue

Concerns and Observations:

- Traffic and congestion is extremely heavy on Grosse Avenue, with traffic backed up all the way to 4th Street for cars turning right onto Grosse from Bryden Lane, and traffic significantly backed up at the approach to Bryden Lane from Grosse Avenue. Parents driving north on Grosse frequently make a U-turns farther down the street, to head back south and back to Bryden Lane, rather than driving through the neighborhood to head back to Bryden or 4th Street. Because traffic gets jammed at that intersection of Grosse & Bryden, impatient parents sometimes even make a U-turn before that intersection to head back north up Grosse Avenue.
- Because children may be dropped off at any point on the east side of Grosse Avenue, they sometimes do not walk to the crosswalk where the Crossing Guard is stationed, to cross the street.
- Cars were parked close to the mid-block crossing on both sides of the crosswalk, in both directions, blocking visibility for pedestrians.
- A parent expressed concern when it rains, the school side of the crosswalk on Grosse Avenue gets quite flooded and also fills with leaves, which make it super slippery. He said the crossing guard needs to wear rain boots, etc. and kids/parents are unable to cross there when it is at its worst.
- Although parents seemed to move along fairly quickly in the white loading zone for the most part, parents who may not pull forward or who park for longer than needed, can result in more congestion and potential conflicts with impatient drivers.
- Principal Goyal shared that parents initially were not consistent in keeping the bus loading zone on Grosse Avenue clear, which was a significant problem given the increase in number of buses this year. However, she and Proctor staff have worked hard to educate parents about the bus zone, and purchased two sandwich board signs to clearly mark the restricted parking/stopping area. Principal Goyal said that parking violations in the bus zone have

significantly improved, however, she requested that the bus-zone area be extended, and also felt the community would benefit from more visible signage.

Potential Solutions:

School/District

- To reduce congestion on Grosse Avenue, encourage parents to drop-off or park and walk from neighboring streets. There are many neighboring streets with plenty of parking that are a short walk from Proctor Terrace, including but not limited to Austin Way, Geary Drive, Clyde Avenue, Proctor Drive, and Morley Way. To support this effort:
 - Hold Walk & Roll events with Park & Walk “Walking School Bus” meet-up spots in 1-4 convenient locations a short walk or bicycle ride from school to encourage this behavior and build community, fun, and safety in numbers.
 - Share a list and/or map of meet-up/park & walk locations
 - Implement a “Park & Walk” campaign with the support of parents, students, teachers, and SRTS materials such as our [Park and Walk to school](#) PSA video and our [Joys of Walking and Rolling](#) video.
- Continue to educate students/parents re: the importance of crossing at the mid-block crosswalk on Grosse Avenue.
- Periodically clean the ADA compliant curb ramp in the mid-block crosswalk on Grosse Avenue to prevent slipping on leaves. *Note: city engineering staff indicated that the collection of water and debris in those types of ramps is an outcome of them being ADA compliant, so they wouldn't be able to fix the drainage issue while still being ADA compliant.*
- Assign staff to monitor the drop-off/pick up zone and encourage efficiency for drivers dropping off and moving along. Alternatively, consider implementing a AAA Student [“School Safety Patrol”](#) program to engage students in improving a smooth, safe drop-off/pick up. AAA School Safety Patrol members are school-sponsored student volunteers from upper elementary grades, middle and junior high schools. Patrollers direct children, not traffic. As school-age leaders in traffic safety, patrol members teach other students about traffic safety on a peer-to-peer basis. They also serve as models for younger children, who look up to them. School Safety Patrol members:
 - Complete training in traffic safety.
 - Protect students from hazards of crossing roads and highways on their way to and from school.
 - Assist bus drivers in safely transporting students to and from school.
 - Teach fellow students about traffic safety.
 - Serve in other leadership roles under the direction of school officials (often AAA patrollers are involved with Walk & Roll events!)

City of Santa Rosa

- Restrict parking (“daylight”) the curbs adjacent to the mid-block crosswalk on Grosse Avenue, on both sides of the street, to address pedestrian visibility issues.
- Refresh white loading zone paint
- Extend the bus-zone (paint the curb yellow) on the west side of Grosse Avenue (7:30am-3pm, Monday-Friday).
- Provide the school/district with new, more visible, bus-zone signage.

Bryden Lane

Concerns and Observations:

- Traffic and congestion is extremely heavy on Bryden Lane, in both directions, particularly from 4th Street, but also from Pacific Avenue. The group observed an impatient driver make a U-

Turn directly in front of the crosswalk at Bryden Lane and Austin Way to head back to 4th Street.

- Many students, whether walking or bicycling from the surrounding neighborhoods, or parking and walking from Austin Way or beyond, cross at the monitored crosswalk at Bryden Lane & Austin Way. When a larger number of pedestrians and bicyclists cross at the crosswalk, the narrow curb ramp gets bottlenecked, and it's difficult for bicyclists in particular to maneuver from the crosswalk to the path heading to the bike racks (north of the crosswalk).
- Bicyclists must walk their bicycles or ride on the sidewalk to get to the path leading to the bike racks; there is no curb ramp at the beginning of that path to enable a bicyclists to enter the path from Bryden Lane. If a bicyclist is riding along Bryden Lane to get to school, they must either ride onto the sidewalk from Geary Drive to the north, from a residential driveway, or from the crosswalk at Austin Way.
- Roots from a tree in front of the school have caused the sidewalk to lift and crack, creating a tripping hazard for active travelers.

Potential Solutions:

City of Santa Rosa

- Put in a work order to patch the sidewalk lift/crack to reduce tripping hazard in front of the school.
- Consider widening the curb ramp at Austin Way & Bryden Lane to accommodate larger groups of pedestrians and cyclists.
- Consider adding a protected shoulder/bicycle lane (with vertical elements such as bollards separating the area from traffic) between the crosswalk at Austin Way & Bryden Lane and the entrance to the north pathway that leads to the school bike racks. If/when doing so, add a curb ramp to allow bicyclists to easily ride from the street onto the pathway.

4th Street

Concerns and Observations:

- A significant number of students live south of 4th Street in apartments between Pierce Street & Leland Street, as well as housing in the "Sherwood Forest" neighborhood near Talbot Street & Alderbrook Drive, west of Hwy 12 and both north and south of Sonoma Avenue. Students traveling from these areas must cross 4th Street, which, due to the width volume and speed of traffic, is a significant barrier to active travel.
- 4th Street is a major east-west corridor, leading to/from midtown and downtown Santa Rosa. The city recently improved safety for both bicyclists and pedestrians along 4th street by adding buffered bicycle lanes in both directions, which shorten the crossing distance for pedestrians and support traffic calming. However, crossing 4th Street is still a significant barrier to active travel, both for families with young children and older students who may otherwise travel independently if parents felt it was safe for them to do so, simply due to the volume and speed of traffic and the fact that drivers often do not stop for pedestrians, not to mention the crossing distance.
- A Crossing Guard, presumably funded by the school district, is stationed at a pedestrian-activated flashing beacon signal on 4th Street at Proctor Drive, about 500 feet from Alderbrook Drive to the east and Talbot Avenue to the west. There is a parking lot (empty on the morning of our audit) on the south side of 4th Street at the crosswalk, with no entry into the Sherwood Forest neighborhood. Parents and/or students traveling from that neighborhood need to take either Alderbrook Drive or Talbot Drive, to get to 4th Street.
- The Crossing Guard indicated that only two girls regularly cross the crosswalk at that location. She indicated it is not a heavily utilized location in general, and that she primarily supports crossing of people who work in the medical offices across the street.

- Parents have indicated that they prefer to cross 4th Street at the Talbot Drive location. It has good sightlines, a pedestrian-activated flashing beacon, and easily connects to St. Helena Avenue and Austin Way on the north side of 4th Street, leading directly to Proctor Terrace.

Potential Solution:

School District:

- Consider relocating the Crossing Guard from 4th and Proctor to 4th and Talbot, to potentially support more families in crossing at what appears to be a preferred location.

City of Santa Rosa:

- Santa Rosa Police Department to enforce speeding and pedestrian right-of-way at crossings, as able, during school drop-off/pick up times.

District/School SRTS Considerations:

- Continue 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 even a parent or parent(s) who can assist with implementation and communications.
- Continue to assist the SRTS program in data and information to maintain understanding of travel behavior and barriers to travel at Proctor Terrace.
 - 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 parent surveys, as requested, to collect more comprehensive feedback on the barriers to walking & bicycling as well as preferred routes to school.
- Continue to establish/promote current “Walking School Bus” (WSB) or Bike Train meet up spots, or even alternative “drop-off locations” without a supervised walking/biking group, and supporting school “SRTS Champions” to facilitate promotion and community participation. School administration, teacher(s), or even vetted community partners 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 & parents to walk together on non-event days and as well as model safe walking behavior. Walking School Buses 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**
 - **Sonoma County YMCA**, 1111 College Ave. (*currently active as a “Bike Train” meet-up location*), also a viable walking meet-up location (approximately .9 miles, 6 minute bike ride, 18 minute walk)
 - **First Presbyterian Church**, 1550 Pacific Ave. a viable walk or bike meet-up spot, approximately .5 miles, 10 minute walk, 3-5 minute bike ride)
 - **The small “triangle” park at Clyde Avenue and Morley Way**. An excellent walking meet-up OR drop-off spot, .3 miles, a 6 minute walk to school.
 - **Spencer Avenue & King Street**, potential Bike-Train or Walking meet-up spot for families who live in/near that neighborhood, Spencer is a nice wide street that leads directly to Austin Way (approximately 1 mile, 7 minute bike ride)

- **Talbot Avenue & Leonard Ave/Doyle Park Drive**, a potential Bike-Train or walking meet-up spot for families who live in/near that neighborhood and wish to walk or bike & cross 4th Street together. (approximately .5 miles, 12 minute walk, 3-5 minute bike ride)....Could also meet families from Creekside Apartments at corner of 4th and Talbot to cross and walk the rest of the way together.
- Pursue opportunities to provide free 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 the 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 on 4th Street, Bryden Lane, and Grosse Avenue 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.

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 Yuri Koslen (YKoslen@srcity.org), Transit Planner, directly. If staff at the school need training passes in order to train students on riding the bus, those can be made available to staff at any school in Sonoma County.
- Here is a list of transit infrastructure related to this site.
 - Current for Proctor Terrace Elementary School 1711 Bryden Ln, Santa Rosa, CA 95404, the SRTS Study Map reveals students geocodes dispersal, showing that a significant number of students/families are served by CityBus.
 - CityBus primary routes serving the school are.
 - Route 8— currently operates east and westbound on 4th Street, every 30 minutes from Downtown to Montgomery Village to Bennet Valley.
 - Closest CityBus’s bus stop serving the campus are on 4th Street.
 - Eastbound - #80526 @ Aldebrook Ln.

- Westbound - #80339 @ Proctor Dr.
- Feasible improvement if the school would like to advocate for improved transit.
 - Changes/additions to bus stop.
 - Moving of the bus stop
 - Additional shelter or bench seating at the bus stops
 - Any other ideas that the school has
 - More dialogue with CityBus staff regarding any matter of concern that the school may have.
- City short / long term transit planning
 - Improvements at Montgomery Village Transit Hub

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 30th). 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.sonomasaferoutes.org. To request to receive our SRTS E-Newsletter directly, email christina@bikeosnoma.org

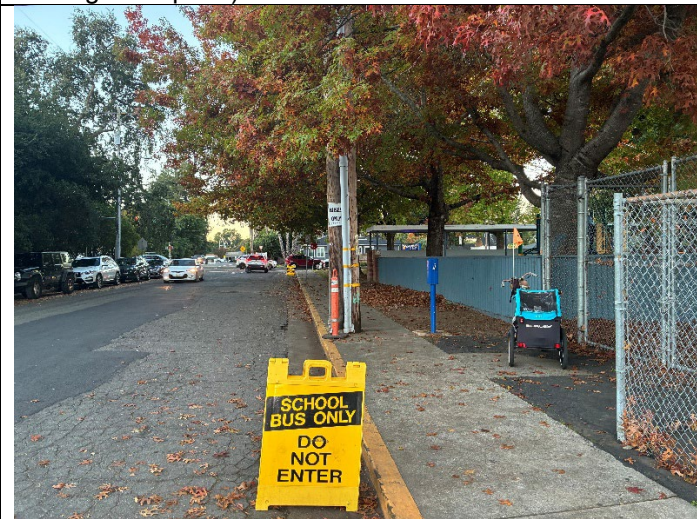
Appendix: Walk Audit Pictures:



Traffic on Gross Avenue in drop off zone (refresh white loading zone paint)



Mid-block crossing at Grosse Avenue (daylight approaches in both directions)



Bus zone on Grosse Avenue (extend yellow curb, provide new more visible signage)



Crosswalk at Bryden Lane & Austin Way (consider widening curb ramp)



Consider converting red-zone on Bryden Lane between Austin Way to a protected shoulder/bike lane that leads to the pathway to the bike-racks on campus.



Repair/smooth out lift in sidewalk on Bryden Lane in front of school (cracked due to tree roots)



Monitored crosswalk at 4th St. and Proctor Drive (consider relocating Crossing Guard to Talbot Way instead)



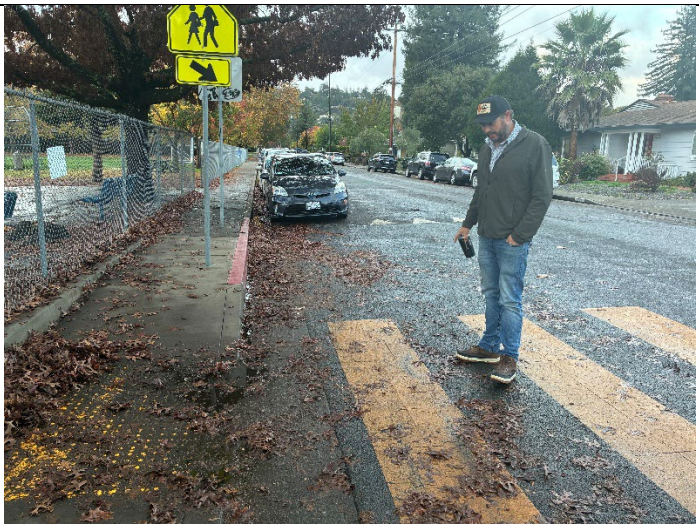
Potential meet-up location for walking school bus – Clyde Avenue & Morley Way, .3 miles from school



Potential meet-up location for walking school bus or bike train – First Presbyterian Church (Park Avenue side)



Leaves gathered on school-side of mid-block crossing on Grosse Avenue (school/district to periodically clean)



Flooding at mid-block crosswalk on Grosse Ave can extend to where parent is standing

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.