



Santa Rosa Junior/Senior High School

Wednesday, March 4th, 2026



In attendance: Christina Panza (SRTS Director), Alexander Ocegüera (City of Santa Rosa Active Transportation Planner), Mercedes Binns-Hahn (City of Santa Rosa Assistant Engineer - Traffic), Jared Wurtz (City of Santa Rosa Civil Engineering Tech), Yuri Koslen (City of Santa Rosa Transit Planner); Michael Casper (SRJHS Vice Principal); Elizabeth Ridlington (parent & Vice Chair of Santa Rosa Bicycle & Pedestrian Advisory Committee); Dee Lasker (parent, SRHS STP Co-President); Tonya Hoffman (parent), Heather Grigonis (parent of 7th grader); Megan Castillo (parent of 7th grader)

In addition to the audit on 3/4, SRTS staff visited both the SRHS ASB class and the SRHS Student Senate, taught/facilitated by Lisa Piehl, and engaged with ~90 students in sharing their concerns/barriers to active and alternative transportation. Close to 25 students and ~30 parents also responded to a pre-audit Google survey, shared by school administration.

Route: Began at school main entrance on Mendocino Avenue. Walked north to Pacific Avenue. Crossed Mendocino at Pacific and headed back south on Mendocino to Ridgway Avenue. Crossed Mendocino at Ridgway Avenue, and headed west on Ridgway to Morgan Street. Headed back east on Ridgway, north on Mendocino, entering campus from the front entryway south of the main entrance. Walked through campus to observe the bicycle cage before heading to a room on campus for our debrief.

Pick up/Drop off:

Official drop-off Santa Rosa Junior/Senior High school, at the time of the SRTS audit, took place in the student parking lot on Ridgway Drive (students who drive themselves to school park in that lot, and parents also drop off students in the lot), and in the front driveway loop on Mendocino Avenue.

Vehicle and human-powered traffic is steady between 8:05am-8:25am, with peak traffic at ~8:20am, a slow down beginning at 8:25am, and clearing between 8:30-35am.

A crossing guard is stationed during drop-off and pick-up at the signalized intersection of Pacific Avenue & Mendocino Avenue, and at the all-way stop on Ridgway Avenue and Glenn Street. *Note: Consider a third crossing guard to support the Mendocino/Ridgway crossing.*

Many students were observed being dropped off in the fairly empty parking lot on the east side of Mendocino Avenue near Crawford Court, crossing at the signalized crossing to the main school entrance. A few students were observed cutting diagonally across Mendocino Ave. from the southern corner of the Crawford Ct. intersection, so they could get across before the light changed, and a couple of students were observed crossing against a red light at this location. It also appears that many students are dropped off then walk to campus from side streets east of Mendocino, and on side streets off Ridgway to the south.

At the time of the audit, drivers were observed entering campus & dropping off students from the north driveway entrance (where the staff parking lot is located), and also from the Ridgway pool parking lot, west of the student parking lot, although neither location are designated drop off areas.

However, SRJHS has made adjustments to student drop off/pick up procedures, as they transition to their new gate system and fencing installed around the perimeter of the school. The following message was sent by site administration on Friday 4/17/26.

- In the mornings and afternoons, the Mendocino Avenue gate at the staff lot will be open for buses and limited drop-off for students receiving special education services. This allows us to support those students while keeping the rest of the campus more controlled.
- The horseshoe driveway in front of the main building will be open for morning drop-off only and will close at 9:00 AM. It will remain closed in the afternoon. This helps reduce congestion and keeps that area clear for safe dismissal and emergency access.
- All other families should use the drop-off lane off Mendocino Avenue near the ArtQuest building. This connects directly to the student parking lot and is the best option for smooth traffic flow.
- The Ridgway driveway, near the swim center and baseball field, will be closed to general traffic. It is staff-only by key card. Please do not use this area for drop-off or pick-up.
- Outside of designated times, the staff parking lot entrance on Mendocino Avenue remains staff-only.
- Visitor parking is available in front of the ArtQuest building. From there, please enter through the pedestrian gate along Mendocino Avenue.
- Students who walk to campus can continue to use all pedestrian gates, including those along Mendocino Avenue, the student parking lot, and the Ridgway walk-in path.
- Student drivers should park only in the student lot on Ridgway Avenue or off campus.

Driver expectations

We need everyone's help to keep this safe and orderly. That means:

- Drive slowly and stay alert
- Put phones away and limit distractions
- Follow traffic patterns and staff directions
- Use only designated drop-off areas
- Pull forward to keep traffic moving
- Yield to pedestrians at all times
- Plan for a few extra minutes, especially during peak times

Student drivers

- Drive no more than 10 mph on campus
- Use assigned entry and exit points
- Park in marked student spaces only
- Do not stop in drive lanes for drop-off or pick-up

Bikes and scooters

- Enter through pedestrian gates
- Slow down and walk in crowded areas
- Yield to pedestrians
- Lock bikes and scooters in the bike cage near the music building

School Information:

Address	1235 Mendocino Avenue, Santa Rosa, 95401
Morning Bell(s)	Junior High: 8:15am Senior High: 8:30am
Afternoon Bell(s)	Junior High: 2:10 pm (minimum day dismissal is 12:30pm)* Senior High: 3:24pm (minimum day dismissal 12:50pm)* *minimum days do not occur weekly
Grade levels	7-12
Enrollment	1925 students
School type	Traditional Public School
Student's proximity to school* *see Appendix B to view maps	2025-26 GIS Map Data 1925 Geocoded Students 1223 live within 2 miles of the school (64%) (605 west of Hwy 101, 618 east of Hwy 101) 483 live within 1 mile (25%) (86 west of Hwy 101, 397 east of Hwy 101) 186 live within ½ mile (10%) (4 west of Hwy 101, 182 east of Hwy 101) 50 live within ¼ mile (3%) (All east of Hwy 101)
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

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.

Active Transportation Access to Campus:

Due to the new fencing installed around the perimeter of the campus, safe and convenient bicycle and pedestrian entry points to campus are limited, a significant concern expressed by audit participants:

- The main entrance to campus in front of the school on Mendocino is convenient for pedestrians traveling from the north or directly east of campus, however, it is not a convenient or safe access point for bicyclists. Bicyclists have to navigate a circuitous ramp, steps, and an indirect route through campus to the bike racks from the front entrance. Nor is the front entrance convenient for students entering campus from Ridgway Avenue and neighborhoods south or west of Ridgway.
- Many student pedestrians and bicyclists were observed entering campus from Ridgway via the student parking lot, where the entry point is a narrow driveway that drivers also enter/exit. Heavy traffic at drop-off/pick-up in this location impedes sightlines both of and by active travelers. In fact, a driver nearly drove into one of the audit participants as they were crossing the driveway entrance on 3/4/26.
- There is no visible bicycle or pedestrian pathway/sidewalk through the student parking lot driveway and through the student parking lot to campus, either from the Ridgway entrance or from the entrance south of ArtQuest off Mendocino Avenue. One parent survey respondent wrote *“Once you get to school there’s no safe route to get to the actual bike parking racks/cages. You have to navigate additional hazards, like cars, bumpy alleyways, streets without bike lanes.”*
- At the time of the audit, both drivers and pedestrians were able to enter campus from Glenn Street and the Ridgway Swim Center parking lot, on the west side of the pool building. However, while the public Ridgway Swim Center parking lot continues to be open to the public, the driveway connecting that parking lot to campus, is now closed to general car traffic and is staff-only by key card. Pedestrians and bicyclists may continue to use the pedestrian gate at this location.
- There is no sidewalk or clear pedestrian pathway along the Glenn Street/Ridgway Swim Center driveway. There is only a narrow white hatched painted area on the east side of the driveway where pedestrians currently travel.
- There is also a dirt/gravel pathway on the west side of the school baseball field, east of Ridgway High School, where students could potentially enter campus. At the time of observation and during additional visits in March 2026, the gate was locked, and it does not appear this is an access point for students before or after school. Note: this path is unpaved and can get muddy.
- Bicycle parking on campus is limited to two locations: a bike cage on the south side of campus, north of the student parking lot, and a small rack inside of the gated ArtQuest entrance. A participant shared that a bike theft had occurred the week before; her son’s lock was cut, and his friend’s lock was cut and bicycle stolen. Participants expressed a desire for more secure and covered bicycle parking, preferably in additional on-campus locations.

Potential Solutions:

School/District

- To facilitate safe travel for pedestrians and cyclists through the student parking lot, designate a clear and direct path from the street to bike parking and the campus entrance.
- To encourage active travel and enhance safety for bicyclists and pedestrians, create additional bicycle/pedestrian access points to campus from Ridgway Avenue and/or Mendocino Avenue. Options for consideration:

- Allow student bicyclists and/or pedestrians to enter campus at the gate in between the school auditorium and the ArtQuest buildings – this point of entry has a straight, direct path to the student bike racks (pictured in Appendix)
- Allow student bicyclists access to campus from the north driveway on Mendocino Avenue (particularly if additional bike racks can be located in/near the staff parking lot)
- Enable student pedestrian/bicycle access from the pathway on the west side of the baseball field.
- Consider adding a path for bicyclists along the student parking lot driveway entrance south of the ArtQuest entrance.
- Continue to enable pedestrian/bicycle access to campus via the Glenn Street/Ridgway Swim Center parking lot/driveway. To enhance safety at this location consider:
 - Widening and clearly marking & signing a designated pedestrian/bicycle pathway on the east side of the parking lot/driveway.
 - If school supervision is challenging at this location, work with parent leaders to coordinate trained parent “safety patrol” volunteers to monitor pedestrian/bicycle entry/exit.
- Collaborate with students and/or parent leadership to identify convenient, safe locations for additional bicycle parking
 - Potential new bicycle parking locations to consider:
 - The fenced area south of the ArtQuest buildings. This location would be convenient for students traveling from Ridgway, east or southeast, and would enable students to enter campus without navigating through the student parking lot in potential conflict with drivers.
 - A section of the northern staff parking lot, or the grassy area between the Girl’s Gym and the main building, for students entering campus from the north or northeast.
 - In front of the school, close to the main entrance. Parents mentioned that when they come to school events in the auditorium or swing by to drop something off on campus, there is nowhere to park a bike except for one or two poles by the disabled parking spots.
 - Invest in secure, covered bicycle parking, video surveillance, and signage re: consequences of theft, where feasible.
- Provide access to bike tools such as a pump, emergency lock, or back-up/loaner helmets to students in need, to support bicycling to/from school.

Mendocino Avenue between Pacific Avenue & Ridgway Avenue

Concerns and Observations:

- Both audit participants and survey respondents expressed concerns that the crossing at the intersection of Mendocino Avenue and Pacific Avenue is dangerous, that it favors vehicular traffic over human-powered traffic, and that pedestrians do not have enough time to cross. One parent shared that her child was hit by a car at this intersection. Comments at/near this location include:
 - *“Pacific Ave and Mendocino Ave are very scary. Cars do not obey traffic laws or speed limits.”*
 - *“The light at Pacific/Mendocino needs to be longer for pedestrians, cyclists and cars trying to get onto Mendocino southbound from Pacific. It’s a major conflict point (cars turning across the crosswalk) made worse by a short green and then a very long wait. The light needs to be no turn on red.”*

- *“My kids have had to stop walking to school via Pacific Ave (at Mendocino) because of the dangerous car traffic at Dutch Bros. Two of my kids have almost been hit by cars on multiple occasions entering and exiting Dutch Bros before and after school... Many of the cars waiting in the drive thru illegally block the intersection. And, the drivers do not look for pedestrians.”*
- There are a large number of driveways (and therefore drivers entering/exiting) on the east side of Mendocino Avenue between College Avenue and Steele Lane, which is a danger to bicyclists traveling in the bicycle lane or bicyclists/pedestrians traveling on the sidewalk. The driveway at Dutch Bros Coffee on Mendocino Avenue slightly north of Pacific was specifically referenced as particularly problematic.
- Both audit participants and survey respondents expressed concerns about the dangers of crossing at the intersection of Mendocino Avenue and Crawford Court, as well as walking across the school driveway loop entrance and exit:
 - Drivers entering and/or exiting the school driveway loop on Mendocino Avenue, or Crawford Court often do not obey pedestrian right of way, whether pedestrians are walking across the school driveway(s), walking across Crawford Court, or crossing Mendocino Avenue from/to Crawford Court in front of the school main entrance. Many pedestrians were observed crossing at this location.
 - Students have to wait too long to cross at Crawford Court, and as a result, sometimes cross against the light.
 - The crossing is not visible enough and the traffic lights can be confusing and contradictory for drivers leaving the driveway in front of the school.
- Both audit participants and survey respondents expressed concern about the intersection of Mendocino Avenue and Ridgway Avenue:
 - Pedestrians do not have enough time to cross, particularly when they are in a larger group, which occurs frequently due to the nearby bus-stop on the east side of Mendocino where many students arrive/depart.
 - Kids “pile up” at this location (primarily on the west side of Mendocino) due to the bus stops—some are waiting to cross to catch a northbound bus, and others are waiting to catch the southbound bus-- and there is not enough room for them to gather.
 - Drivers turning right from Mendocino onto Ridgway don’t always watch for students crossing Ridgway on the west side of Mendocino
- Mendocino Avenue itself is a busy thoroughfare with high traffic volume, speed, and congestion during commute hours. Both audit participants and survey respondents expressed that it is *“not pedestrian or bike friendly.”* Responses referencing Mendocino Avenue include:
 - *“The southbound bike lane in front of SRHS on Mendocino is lumpy with tree roots and full of water for days after rainfall.”*
 - *“Crossing Mendocino Avenue can be treacherous with drivers not obeying walk signals.”*
 - *“Nason and Mendocino is often flooded when it rains, so it's hard to walk/bike there to avoid the water. Maybe add a drain or clear debris from the drain so that it actually works. Less severe, but still problematic, is flooding on the north side of Pacific that gets onto the sidewalk directly across the street from Dutch Brothers. So your options become dealing with Dutch Bros traffic or getting wet”(We need) safer options for crossing and traveling on Mendocino. Biking on Mendocino is stressful because traffic moves so fast and there's no protected bike lane. Therefore, it's more comfortable to ride on Slater or Humboldt and cross Mendocino as close to the school as possible. But there are no bike-friendly options for crossing Mendocino from the neighborhood. The options are to cross at a stop sign-controlled intersection (Spencer), dismount and cross as a pedestrian (McConnell), or take the lane on Pacific and use the left turn lane at the light. All are bad options because they are stressful or, in the case of McConnell, aren't designed for bikes.”*

Potential Solutions:

School/District

- Mark a crosswalk across the school driveway loop entrance and exit on Mendocino Ave. to increase visibility & awareness that pedestrians cross at this location.

City of Santa Rosa

- Consider extending pedestrian crossing phase at the intersection of Pacific Avenue and Mendocino Avenue and adding leading pedestrian intervals (LPI's) to the east and west legs of the intersection (currently LPI's are present at the north and south legs). A parent shared *"Something that would help with school trips—and with bike comfort in the neighborhood in general—would be a longer interval for cars turning from Pacific onto southbound Mendocino. It can take two light cycles to get from Pacific onto Mendocino. In general, it is hard to get onto Mendocino from anywhere in the neighborhood and as a result southbound drivers use Humboldt Ave instead of Mendocino, reducing its value as a bike boulevard."*
- Restrict right turns on red at all legs of the Pacific and Mendocino Avenue intersection, either at all times or during key school hours.
- Improve the signalized intersection operations at Crawford and Mendocino Avenue to provide safety improvements for pedestrians.
- Add leading pedestrian intervals and extend pedestrian crossing phase at the intersection of Mendocino Avenue and Ridgway Avenue
- Continue to improve bicycle facilities on Mendocino Avenue, to both create space for bicyclists and as a traffic calming measure, which enhances safety for all road users. The Santa Rosa Active Transportation Plan identifies plans to convert the Class II bicycle lanes on Mendocino Avenue between College Avenue and north city limits to protected bicycle lanes, which would greatly improve safety for bicyclists and pedestrians along that corridor
- Continue to improve pedestrian facilities along Mendocino Avenue, The Santa Rosa Active Transportation Plan identifies plans for numerous intersection improvements along Mendocino Avenue including but not limited to College Avenue, Ridgway Avenue, Elliott Ave and Pacific Avenue.
- Pursue an easement with the school district to enable widening of the sidewalk on the west side of Mendocino adjacent to the bus shelter, to allow room for a bus shelter and bench.
- Pave alleyway between Slater Street and the parking lot at Mendocino and Ridgway Avenue, to facilitate safer, more convenient bicycling and walking to campus from the SRJC neighborhood to the east.

Ridgway Avenue between Mendocino Avenue and Morgan Street

Concerns and Observations:

- Ridgway Avenue is a common entry point to campus that brings a lot of traffic from West College Ave. commuters. Drivers travel via Glenn Street or they take Morgan Street to Ridgway Ave. to avoid the College and Mendocino intersection. This is a residential area where cars zoom by, but there is also a lot of foot and bike traffic and no room for bike lanes, with the exception of the parking protected bike lane on Ridgway between Armory Drive and the student parking lot. A survey respondent shared *"I have witnessed near-miss pedestrian-car accidents along this area. Ridgway could use some speed bumps a lot of student traffic*

from community pool, and high school and this traffic is all hours due to extracurricular afterschool sports stuff.”

- Drivers entering/exiting the student parking lot or the Glenn St./Ridgway pool parking lot often do not obey pedestrian right of way, whether pedestrians are walking across the school driveway, across the Glenn St./pool driveway, or crossing Ridgway Ave. at Glenn St. Many pedestrians were observed crossing at these locations.
- There is a parking protected bicycle lane on Ridgway Avenue between Armory Drive and the student driveway entrance. However, the bicycle lane ends at the student driveway entrance, and bicyclists traveling between the driveway entrance and Mendocino Avenue do not have a designated path of travel. A parent survey respondent wrote: *“Extend the bike lane on Ridgway to go all the way to Mendocino. It’s only 1/2 a block, not sure why it just ends. This would create a complete bike path between the bike path on Armory to meet the route on Mendocino.”*
- Participants shared that drivers heading west on Ridgway Avenue often “cut the corner” (i.e. navigate around the right side of the stop sign into the bike lane) at Glenn Street when traffic is backed up, in order to turn right into the Ridgway pool parking lot/school driveway, creating a hazard for both pedestrians and bicyclists.
- Many students cross Ridgway on foot at both Glenn Street and Morgan Street, and vehicles often do not stop sufficiently and obey pedestrian right of way.
- Participants expressed that Ridgway is a wide street to cross (the crosswalks across Ridgway are more than 70 (!) feet wide from sidewalk to sidewalk) that feels unsafe particularly during pick up/drop off given the volume of traffic. Although there is currently a crossing guard at Ridgway and Glenn during drop-off and pick up, this is new for 25-26, and there may not always be a crossing guard stationed at that location.

Potential Solutions:

School District

- Mark a crosswalk across both the student driveway entrance/exit and the Glenn Street/Ridgway pool driveway entrance/exit to increase visibility & awareness that pedestrians cross at this location.
- Consider a raised crosswalk at the entrance/exit of the student driveway to slow down drivers entering/exiting driveway and for enhanced visibility and safety of pedestrians crossing this busy, narrow location.
- Support the removal of parking on the north side of Ridgway between the student parking lot and Mendocino Avenue to enable safe bicycle travel for the length of Ridgway Avenue. Or alternatively, double the width of the existing sidewalk, creating pavement from the curb to the fence so that this can be a pedestrian path and a bike route.

City of Santa Rosa

- Consider removing parking on the north side of Ridgway Avenue to enable installation of a class IV bicycle lane on Ridgway Avenue between Mendocino Avenue and the student parking lot.
- Consider speed tables or speed humps on Ridgway Avenue
- Enhance pedestrian safety at Ridgway Avenue & Glenn Street intersection with:
 - Bulb outs to shorten crossing distance(s) at the intersection of Ridgway Avenue and Glenn Street
 - High visibility (aka ladder) crosswalks
 - Vertical delineators on the northeast corner of the intersection to prevent drivers from “cutting the corner”
 - Consider delineators for the southeast and southwest corner of the intersection as well, to prevent drivers from illegally parking and blocking sightlines

- Enhance pedestrian safety at Ridgway Avenue and Morgan Street intersection with:
 - Bulb outs to shorten crossing distance(s)
 - High visibility crosswalks and delineators so drivers are unable to stop/park in the crosswalk
 - Consider delineators at southwest and southeast approaches to the intersection to prevent drivers from illegally parking and blocking sightlines

Other Areas of Concern Shared

- The Mendocino/College intersection is one with high pedestrian injury and MVA risk. This is common area of student traffic.
- Another area of concern is the Morgan Street/College Avenue intersection. Drivers don't obey pedestrian right of way and/or don't see pedestrians because they are blocked by another car that has stopped for a pedestrian that is crossing.

Potential Solutions:

City of Santa Rosa

- Improve the signalized intersection operations on College Avenue at Mendocino Avenue and at Morgan Street to provide safety improvements for pedestrians.

Additional District/School SRTS Considerations:

- 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 by enrolling in/participating 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. Establish an SRTS "school team" consisting of site admin, staff (teacher and/or classified staff), parents, and/or 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 Santa Rosa Junior/Senior 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.

- 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 with the specific location and description, and SRTS can report to the city on behalf of the school or parent.
- Pursue opportunities to provide free bicycle education, e-bicycle education, as well as adult “Smart Cycling” to students and/or parents who may not feel comfortable or knowledgeable about bicycling.
- Educate school staff, students, and parents 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:

1. All students at the school can ride CityBus, Sonoma County Transit and SMART free of charge.
2. If school needs assistance planning school trips on transit, please use the tools on our website or contact Yuri Koslen directly. If staff at the school need training passes in order to train students on riding the bus, Transit can make those available to staff at any school in Sonoma County.
3. Transit infrastructure related to this site.
 - a. Current for Santa Rosa Junior-Senior HS, the SRTS Study Map reveals students geocodes dispersal, showing that a many students/families are served by CityBus.
 - i. CityBus primary route serving the school are.
 1. Route 1– currently operates east on Mendocino Ave. three times an hour
 - a. Closest CityBus’s bus stop
 - i. Southbound Mendocino Ave - bus stop #80124 average daily– 127 boarding & 26 alighting’s
 - ii. Southbound Mendocino Ave - bus stop #80125 average daily– 60 boarding & 21 alighting’s
 - iii. Northbound Mendocino Ave - bus stop #80104 average daily– 21 boarding & 68 alighting’s
 - iv. Northbound Mendocino Ave - bus stop #80105 average daily– 22 boarding & 56 alighting’s
4. Feasible improvement if the school would like to advocate for improved transit.
 - a. Changes/additions to bus stop.
 1. Southbound Mendocino Ave - bus stop #80125
 - a. Provide City with easement in order to expand waiting area. With the easement the City could cover the costs of ADA improvements along with adding a bench, shelter and trash can.
 - i. Add real-time sign
 - ii. CityBus could even add placemaking image to the shelter, as specified by the School or students
 - b. More dialoged with CityBus staff regarding any matter of concern that the school may have.
 - c. Be in communication with School staff regarding Bell times and current schedule
5. City short / long term transit planning
 - a. Increase frequency on Route 1 back to pre-pandemic levels of every 15 minutes.

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.sonomasaferroutes.org. To request to receive our SRTS E-Newsletter directly, email christina@bikesonoma.org

Appendix A: Walk Audit Pictures

Active Transportation Access to campus



South-front entrance to campus (north of theater/auditorium); convenient for pedestrians, but



Student parking lot entrance; narrow driveway where drivers enter/exit, no separation for pedestrians/bicyclists

bicycle access difficult to navigate. Also consider adding bike racks to this location for parents/visitors.



Student parking lot does not have a clear pathway for pedestrians or cyclists to navigate through moving vehicles

Mark a crosswalk (consider a raised crosswalk) across driveway into student parking lot



Improve pedestrian/bicycle pathway along east side of Ridgeway pool parking lot to school entry

Continue to allow access to school for pedestrians/bicyclists from Glenn St/Ridgeway pool entry



Consider a separate pedestrian/bicycle gate to campus between student driveway entrance and Mendocino Avenue on the north side of Ridgeway. Also support removal of parking to enable a bike lane along this

Designate/create space for bicyclists to navigate the driveway entrance to the student parking lot south of ArtQuest: at minimum, paint and signage designating

segment, or alternatively widen the asphalt pathway to allow for both bicycle & pedestrian traffic.

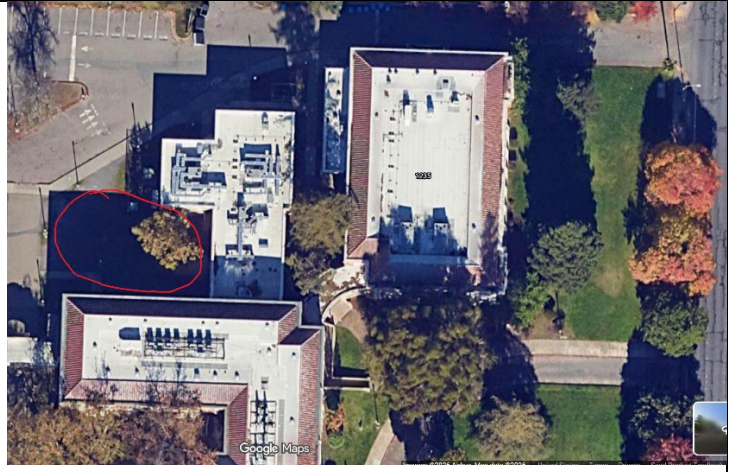


shared bicycle access; ideally, construct a bicycle path on the right side of the curb.



Consider enabling Pedestrian/Bicycle access from this gate in between school auditorium and ArtQuest buildings, as it leads directly to bike cages.

Invest in secure, covered bicycle parking, video surveillance, and signage (pictured: campus bike cage)



Enable pedestrian/bicycle access from path on west side of baseball field. Consider improving/widening path.

Possible location for additional bike racks/cage (grassy area west of two northern buildings)...or alternatively, convert a few car parking spaces to accommodate another bike cage/bike parking area.

Mendocino Avenue between Pacific Avenue & Ridgway Avenue



Crossing at Pacific and Mendocino Ave; dangerous, favors vehicular traffic over active.

Cars entering/exiting driveways along Mendocino create potential hazards/conflicts



Mendocino & Crawford Court, drivers exiting school driveway do not obey pedestrian right of way, light timing is long, crossing doesn't feel visible enough



School district: consider marking crosswalks across school driveway entrances and exits



Mendocino & Ridgway; adjust light timing, LPI's, add room for bus stop, improve safety for pedestrians in general



Kids pile up on the west side of Mendocino & Ridgway – not enough room for them to gather



Mendocino Avenue is a busy thoroughfare with high traffic volume, speed and congestion during commute hours (and beyond)



Improving the alleyway between Ridgway and Slater St. would facilitate safer, more convenient bike/ped travel to school from the east.

Ridgway Avenue between Mendocino Ave & Morgan Street



Parking protected bike lane between student parking lot and Armory Drive (consider extending bike lane to Mendocino)



Drivers entering/exiting student parking lot often do not obey pedestrian right of way; consider painting a crosswalk (even better, a raised crosswalk) across parking lot entrance/exit to raise awareness that this is a crossing.



Drivers "cut corner" at Glenn St. & Ridgway and maneuver around this stop sign – add delineators to prevent



Install bike lane between Ridgway and Mendocino



Enhance pedestrian safety at Ridgway and Glenn Street



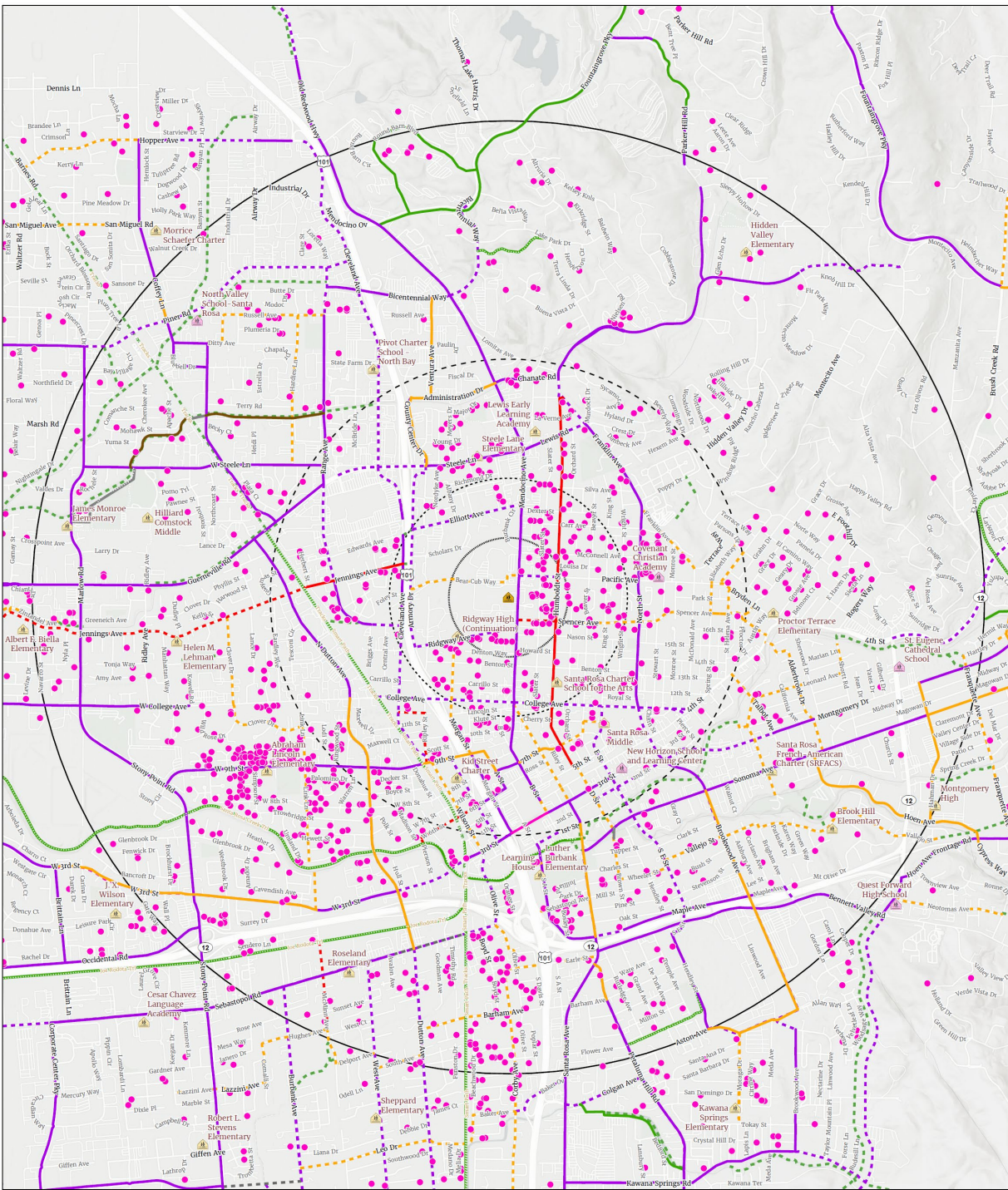
Enhance pedestrian safety at Ridgway and Morgan Street

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Appendix B: SRTS “Student Study” GIS Map(s)

Download the 2025-26 SRJHS SRTS Study Map Map [HERE](#) or view a current map in the SRJHS [SRTS Travel Plan](#)

S A F E R O U T E S T O S C H O O L



Santa Rosa Junior Senior High
Safe Routes to School Study Map

1,925 Observed Students (2 did not have an address marked)
4,221 Students live within 1/2 mile of the school (21.3%)
4,813 Students live within 1 mile of the school (24.5%)
584 Students live within 1/2 mile of the school (2.9%)
92 Students live within 1/4 mile of the school (0.4%)



- Student Location
- ▲ Subject School
- ▲ Public School
- ▲ Private School
- Subject School Buffer
- 1/4 Mile
- 1/2 Mile
- 1 Mile
- 2 mile

- SACTA Bike Plan: Existing
- CLASS I
 - CLASS II
 - CLASS III
 - CLASS II Buffered Bike Lane
 - Bike Boulevard
 - Paved Path
 - Trail

- SACTA Bike Plan: Proposed
- CLASS I
 - CLASS II
 - CLASS III
 - CLASS 2 Buffered Bike Lane
 - Bike Boulevard
 - CLASS IV



Author: **Quest Forward Authority**
 Projection and Coordinate System: **NAD 83, US survey feet, Lambert Conformal Conic**. Some data has been re-projected from other coordinate systems and may not reflect actual ground positions.
 Source: **Sonoma County GIS Center, Sonoma County Parks, Daily Connection, Sonoma County Transportation Authority, Santa Rosa Junior Senior High**
 This map is provided as a visual display of County information. Reasonable effort has been made to ensure the accuracy of the map and data provided; nevertheless, some information may not be accurate. The graphical accuracy of the data is approximate and not intended to represent map accuracy from the MAPS AND ASSOCIATED DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND, other expressed or implied, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. Do not make a business decision based on this data before validating your decision with the appropriate County agency or other governmental entity.
 Map Provided by: **Sonoma County Bicycle Coalition**
 752 Mendocino Ave., Suite 10
 Santa Rosa, CA 95401
 Phone: 545-6163

Date Updated: 5/5/2023 8:58 AM



West Side of HWY 101 vs. East Side of HWY 101

1/4 mile (no part of the 1/4 mile area is on the west side of Hwy 101)

1/2 mile (4)

1 mile (86)

2 miles (605)

East side of Hwy 101

1/4 mile (50)

1/2 mile (182)

1 mile (397)

2 miles (618)

Appendix C: Sonoma County Safe Routes to School Program Menu of Services

Safe Routes to School (SRTS) Active Transportation (Pedestrian and Bicycle) Safety and Skills Education/Encouragement Programs

Programs Provider: Sonoma County Bicycle Coalition (SCBC)
Programs Administrator: Sonoma County Transportation and Climate Authorities (SCTCA)

SERVICES:

SCBC will host programs with the goal of increasing the share of a school's population that walk and bicycle to/from school, and provide support, in partnership with SCTCA and local jurisdictions, with the infrastructure improvement efforts to improve the safety of active transportation within school zones.

Schools must [enroll online](#) in the program to be *eligible* to receive services. Schools may enroll at any time, however priority enrollment during the month of April is required to be eligible to receive limited services such as the 4th Grade Bicycle Rodeo:

School and Community Education and Encouragement Activities

Program	Target Participants	Description
Education Activities		
SCBC-led classroom lessons (video modules available)	2nd/3rd grade	Pedestrian Safety
SCBC-led classroom lessons (video modules available)	4th Grade	"Bicycle Basics"
SCBC-led classroom lessons (video modules available)	5th Grade	Active Transportation Communication & Mapping
SCBC-led classroom lessons (video modules available)	6th-12th Grade	"Drive Your Bicycle" lessons
SCBC-led on-yard on-bike Bicycle Rodeo	4th Grade	Bicycle Rodeo (on-bicycle event)
SCBC-led on-yard on-bike Advanced Skill Sessions	6 th -12 th grade	"Drive Your Bicycle" (on-bicycle sessions)
SCBC-led "Family Bicycling Workshop"	Parents teens/families	Host sites are selected based on location & ability to promote/fill the workshop. Workshops entail both blacktop skill drills and an instructional neighborhood ride. Host sites must provide free access to blacktop and restroom facilities between 8am-1pm for their workshop.
Bike Clubs	Middle School (6th-8th grade)	After-school on-bicycle club, combining education with fun community rides
Whole-School Assemblies	K-6 th grade	Customizable assembly focused on bicycle safety, pedestrian safety, and/or current encouragement initiative (i.e. Bike to School Day day)
Low Cost Helmet Distribution & Purchase Opportunities	TK-12 th grade	Low cost helmets are available to students participating in 4 th Grade Bicycle Rodeos. Low-cost helmet purchase/distribution may also be arranged for special events such as

		a site "Helmet Safety Day" or community events.
Encouragement/Outreach Activities		
Technical support for annual events and supporting materials		Walking School Bus Bicycle Trains Golden Sneaker Award Competition Int'l Walk & Roll to School (Oct) Ruby Bridges Walk to School Day (Nov) Bike to School Day (May) Additional walk/roll challenges and/or contests to encourage active transportation & raise awareness re: its benefits (i.e. art contest, frequent walk/roll challenges, etc)
Active-Transportation "campaign: support		Materials including electronic flyers, infographics, videos, etc
Fun Family Rides		Host sites are selected based on location & ability to promote participation in the ride. Rides entail a short safety talk, and a fun, family-friendly, slow paced ride. Host sites must provide access to restrooms at the start and end of the ride.
Parent/Community Outreach/Education		Presentations and/or outreach/tabling re: SRTS encouragement, education or engineering initiatives at site or district based meetings or events
Free bicycle safety inspections/adjustments	TK-12 th grade	Bicycle safety inspections/adjustments are provided for participants who bring bicycles to 4 th grade bicycle rodeos, middle school bike club(s) and Family Bicycle Workshops, and may also be arranged for special community events, as funding permits.
Engineering/Evaluation Services:		
Student Location Mapping		GIS Map showing where students relative to ¼-, ½-, 1- and 2-mile radius of school
Student Travel Mode Analysis		Forms, links, and technical support for conducting required annual evaluation of student travel modes
Infrastructure Improvement Planning Site Assessments		Liaison with local law enforcement & engineering departments

SCHOOL SITE AGREEMENT

In order to receive the above mentioned services, the school agrees to **identify a school "Champion" or team of Champions (Champion(s) may be a principal, teacher, parent volunteer and/or youth leader) who are responsible for implementation of the school SRTS program (with assistance from other school "team" members and SRTS staff as needed), and is the primary contact for SRTS Staff. Technical support and development will be provided to Champions during the course of the school year.**

School Champion/Team Responsibilities:

- 1) Attend "Start/Mid/End of Service" meetings at school site in August/early September, Jan/Feb and May/June with principal and key SRTS team members.
- 2) Attend, or identify a site representative to attend, SRTS Task Force Meetings (or other Champion gatherings) when scheduled in your jurisdiction.
- 3) Communicate with SRTS staff to receive technical support/training as needed to implement encouragement/education programs (may require additional in-person meetings, as needed)
- 4) Work with SRTS Staff to schedule and promote (as needed) above-mentioned, desired SRTS education activities.
- 5) Coordinate & implement a walk/bicycle to school encouragement program consisting of at minimum five walk/roll encouragement engagements (walk roll event, challenge, or combination) per year.
Note: *Champion is strongly encouraged to share and/or delegate encouragement program responsibilities to other "school team" members such as parents, teachers and/or students.
- 6) Provide information about SRTS at start of school year (via electronic/online channels)
- 7) Share related community information (such as public meetings regarding SRTS-related infrastructure or surveys), if able and as requested, with school community.
- 8) Provide opportunities to educate school community on SRTS program benefits.
- 9) Utilize all appropriate school channels to promote participation in above-mentioned education & encouragement activities, including but not limited to school newsletter(s), calendar(s), emails, robo-calls, backpack mail flyers, website, classroom announcements, posters, school marquee, student council, PTA, etc.
- 10) Work with SRTS staff to identify SRTS components that may be included in future school policy, as well as to identify sustainable components of the school SRTS program.
- 11) Conduct required program evaluation and reporting (student addresses for annual GIS maps, annual student arrival/departure tallies, parent surveys, encouragement program event reports).
- 12) Share success stories, pictures whenever possible!

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.