



Santa Rosa Charter School for the Arts

Wednesday, January 7th, 2026



In attendance: Christina Panza (SRTS Director), Sarah Hadler (SRTS Program Manager /Educator), Alexander Oceguera (City of Santa Rosa Active Transportation Planner), Mike VanMidde (City of Santa Rosa Associate Traffic Engineer), Sarah Imperato (Principal), Michelle Holmstedt (Arts Coordinator/teacher/parent)

Route: Began at school main entrance on Humboldt Street. Observed drop off traffic in driveway loop then split into two groups to observe drop off traffic along Humboldt and at the corner of College Avenue, as well as at the intersection of Benton Street & Humboldt. The two groups converged at Benton & Humboldt and walked east on Humboldt to the intersection of Humboldt and Orchard Street. We then headed south on Orchard Street to College Avenue and observed/discussed traffic & crossings within sight distance of that location. We then headed back north on Orchard Street, back to Benton Street, and headed west on Benton Street to the intersection of Benton and Mendocino Avenue. Then we headed back east on Benton back to Humboldt Street & campus.

Pick up/Drop off: Morning drop off and afternoon pick up for Tk-5th Grade students takes place primarily on Humboldt Street, through the school driveway loop. Some parents appear to park and walk from the surrounding neighborhood as well. Drivers enter the one-way driveway loop from the south and exit north. The driveway loop is closed on Wednesday afternoons when students are all dismissed at the same time, to encourage parking & walking in the neighborhood.

Middle School (6thth-8th grade) students and students who bicycle to school enter campus from the back entrances on Orchard Street. Students may enter campus from a gate accessing campus on the southwest corner of Benton Street & Orchard Street. Students also may enter campus from a gate within the fenced in bike rack area, on the back side of campus, on Orchard Street between Benton & College Avenue.

There is one short yellow school bus carrying students with disabilities that drops off/picks up in the driveway loop.

Crossing Guards are stationed at the following locations:

- College Avenue and Humboldt Street (morning and afternoon city/district funded)
- Benton Street & Orchard (afternoon only, school staff duty)
- At the rainbow crosswalk in the driveway loop (morning and afternoon, school staff)—this crossing guard both helps students cross the main driveway loop and encourages drivers to pull forward as far as they can when dropping students off

School Information:

Address	756 Humboldt Street, Santa Rosa, 95401
Morning Bell(s)	8:05am
Afternoon Bell(s)	2:20 (M, T, TH, F), 1:20 (W); TK/K 1:20 (M-F)
Grade levels	TK-8
Enrollment	375
School type	Charter
Student's proximity to school	2025-26 GIS Map Data 375 Geocoded Students 236 live within 2 miles of the school (63%) 131 live within 1 mile (35%) 60 live within $\frac{1}{2}$ mile (16%) 23 live within $\frac{1}{4}$ mile (6%)
Participating School in Sonoma County SRTS program?	Yes
Student Travel Mode info (data collected in September 2025)	Walk – 13% Bike – 4% Other – 1% Carpool – 5% School bus – 0% Transit – 0% Single Family Vehicle – 77%
Safe Routes to School Non-Infrastructure Programming (2025-26)	Multiple Walk/Roll to School Events annually

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.

Drop off Loop & Orchard Street Drop off

Concerns and Observations:

- Traffic and congestion is heavy on both Humboldt Street, Benton Street, and Orchard Street. Drivers traveling north on Humboldt from College Avenue can get backed up nearly to College Avenue as drivers wait to turn right into the school driveway loop. Drivers also illegally park or pause on the west side of Orchard Street to drop off/pick up students.
- Although traffic was observed moving fairly calmly through the Humboldt Street drop-off loop, Principal Imperato shared that drop off can be challenging. Parents pause to drop off kids, not always pulling forward, and other parents impatiently maneuver their way around stopped cars.
- A staff person is stationed at the rainbow-painted crosswalk in the driveway loop, in front of the school main entrance, to assist students who cross and to encourage drivers to move along to keep the drop-off moving. Principal Imperato also supports drop-off from time to time, particularly on rainy days.
- Students & parents entering campus on foot from the northeast side of Humboldt Street have no sidewalk or designated path to enter campus. They must walk along/through the same north driveway that drivers are exiting from.
- At the back entrance to campus mid-block on Orchard Street, directly south of the gated bike rack area, there is space where two cars can currently park. However, the parked cars in this location somewhat block the entrance to gated bike rack area, which can make it difficult for both bicyclists and pedestrians to get around, to safely enter and exit campus. During the pre-audit visit on 1/6/26, a third car was observed parking in this area and blocking the sidewalk completely for students/families who are walking north on Orchard St to enter or exit campus.

Potential Solutions:

School/District

- To reduce congestion on Humboldt Street and Orchard, continue to encourage parents to drop-off or park and walk from neighboring streets. Neighboring streets possess plenty of parking, a short walk from campus. 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.
- Create a designated pathway that enables students and parents to enter campus safely from the north driveway loop exit, on the east side of Humboldt Street. Currently, the school driveway is approximately 26' wide, and students/parents squeeze into a ~2' area that is striped alongside the driveway exit. The current 2' area could be significantly widened, to about 6'. Only about 20' of width is needed for vehicles to exit the driveway and turn in either direction.
 - Consider painting the designated area with a fun, eye-catching design, similar to the rainbow crosswalk in the driveway loop. One of the audit participants, teacher Michelle Holmstedt, had the idea to paint it with a keyboard design, like in the movie “Big.” Perhaps this could be something that happens on a family school campus workday.
 - Also consider a vertical element or barrier to further separate the pathway, such as raised pavement markers (which are fairly inexpensive and easy to install), temporary cones, or another permanent barrier.
- Restrict parking in the two spaces at the back entrance of the school on Orchard.

- Inform school staff of new policy & safety reasons for implementation, and place a “no parking” sandwich board or cones in that location.
- Consider painting the area to designate it as a no parking zone, perhaps with a theme that ties it to the colorful rainbow crosswalk (or potential keyboard design) in front of the school. This could occur on a family school campus workday as well.
- Consider installing a barrier to physically prevent people from parking cars at that location, such as permanent concrete bollards every 6’, temporary, removable bollards, or reconfiguration of the fence/gate.
- 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.
 - Opening doors for students as they are getting out of cars during morning drop-off which helps decrease the time that drivers are spending in the drop-off line
 - Serve in other leadership roles under the direction of school officials (often AAA patrollers are involved with Walk & Roll events!)

SURROUNDING NEIGHBORHOOD

Concerns and Observations:

- At a pre-audit visit on 1/6/26, multiple students and parents mentioned that there are many cracks, holes, and bumps caused by tree-roots on the sidewalks in the vicinity of SRCSA, which are tripping hazards.
- At a pre-audit visit on 1/6/26, a student shared that the intersection of Humboldt Street & Benton Street “gets busy and is tricky to cross”. Walk Audit participants noted that cars were parked on Humboldt at both the southeast and northwest corners of the intersection, potentially blocking sight-views for pedestrians crossing at that location.
- Audit participants indicated that the intersection of Benton Street & Orchard Street is even busier than Humboldt & Benton, since it is very close to the middle school entrance.
- The high-visibility crosswalk paint at the Benton Street & Orchard Street is faded, and curb ramps are not ADA compliant.
- A long-time SRCSA staff person expressed concerns about the crossing at Benton Street & Mendocino Avenue. She mentioned that a bus stop is located on the west side of Mendocino Avenue at Benton, and that many residents/students cross at that location, and that she would like to see a Crossing Guard stationed at that location. A Spring 2023 Parent Survey comment expressed the same concern: *“We need a crossing guard at Benton Avenue crossing Mendocino Avenue. This is a major access point for potential trips by bus, as well as trips on foot - but motorists do not always honor the crosswalk's flashing lights: making this a DANGEROUS intersection.”*
- College Avenue is difficult and dangerous to cross and to bicycle on, due to the high speeds and volume of traffic, width of the street, and lack of bicycle facilities. Parent(s) and participants expressed that they would like flashing lights at the intersection of College Avenue & Beaver Street.

- North Street can also be challenging to cross, due to the width of the street and speed of traffic. During our pre-audit visit, both parents and students mentioned that cars often do not stop when they are crossing at Spencer & North, and also at Benton & North.

Potential Solutions:

School District

- Educate school staff & parents re: procedure for reporting sidewalk hazards to the city. Although property owners are responsible for sidewalk repairs, the city will patch hazardous cracks & lifts as a courtesy to property owners. To report specific hazards to the city:
 - 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 saferroutes@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 & parents about the [California Daylighting Law](#), and remind them not to park up against the corners at the approaches to intersections.
- Consider funding a crossing guard at the crossing at Benton Street and Mendocino Avenue (school district/city funded partnership)

City of Santa Rosa

- Put in a work order to patch the sidewalk lift/crack on the east side of Humboldt Street between Benton Avenue and the school driveway exit.
- Daylight approaches to the intersection at Humboldt Street and Benton Street
- Consider revising city policy to enable installation of high-visibility (zebra striped) crosswalks at all-way stops in school zones. If policy revision occurs, consider converting the crosswalks at both Humboldt Street and Benton Street, as well as Benton Street and Orchard Street, to high visibility crosswalks on all approaches.
- Update curb ramps to be ADA compliant at Benton Street and Humboldt as well as Benton and Orchard Street (at time of pavement maintenance project).
- Make improvements to College Avenue between 4th Street and Highway 101 to facilitate safer bicycle and pedestrian travel for students and families:
 - Install an RRFB (rapid rectangular flashing beacon) at Beaver Street & College Avenue
 - Install pedestrian refuge islands at the Beaver Street and Orchard Street intersections
 - Reconfigure lanes to add left-turn pockets at Humboldt Street
 - Future consideration: A more robust “road diet” including installation of bicycle lanes (*Note: this will require political will, because parking along College Avenue would be*

significantly impacted, and recent outreach resulted in finding out that fronting neighbors are not in favor of parking removal)

- Conduct a corridor study of Mendocino Avenue to determine ideal locations for further improvements to facilitate safer bicycle/pedestrian travel. Improvements for consideration within study:
 - Conversion of flashing beacons or RRFB's (rapid rectangular flashing beacon) to HAWKS (high intensity activated crosswalk) at Benton and Mendocino and/or alternative location(s)
 - Bulb-outs to shorten crossing distance at Benton and Mendocino and/or alternative location(s)
- Improve safety crossings on North Street between Pacific Avenue and College Avenue, particularly at North Street and Spencer Avenue and North Street at Benton Street. Assess each crossing to determine appropriate improvement, whether it is the addition of an RRFB where one is not present, a bulb-out to shorten the crossing distance, a pedestrian refuge, etc.
- On North Street between Pacific Avenue and College Avenue the City of Santa Rosa's Active Transportation Plan indicates that class IIB buffered bike lanes are proposed. The City will look into ways of implementing the bike lanes and other safety improvements when the roadway gets resurfaced.
- Consider funding a crossing guard at the crossing at Benton Street and Mendocino Avenue (school district/city law enforcement funded partnership)

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 Santa Rosa Charter School for the Arts.
 - 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

North

- First Congregational United Church of Christ, 2000 Humboldt Street

East

- Sonoma County YMCA, 1111 College Avenue

South

- Sonoma Avenue & D Street, city parking lot

Southwest

- Chops Teen Club, 509 Adams Street
- Lola's Market, 440 Dutton Ave

- 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.

Transit Information/Options:

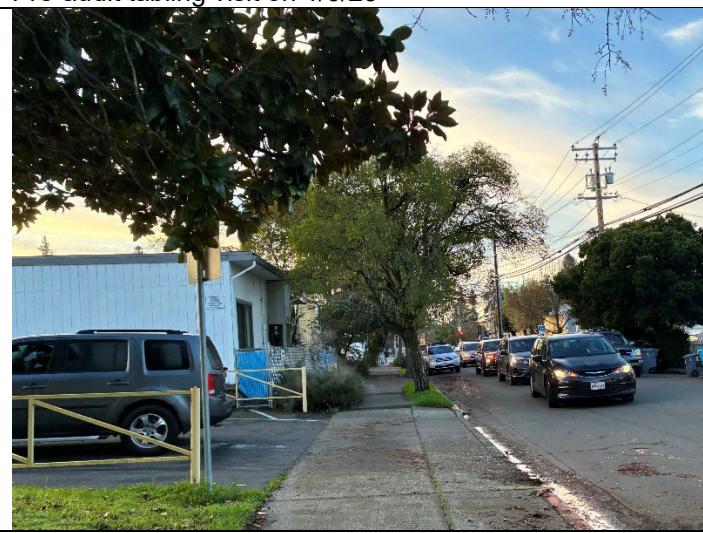
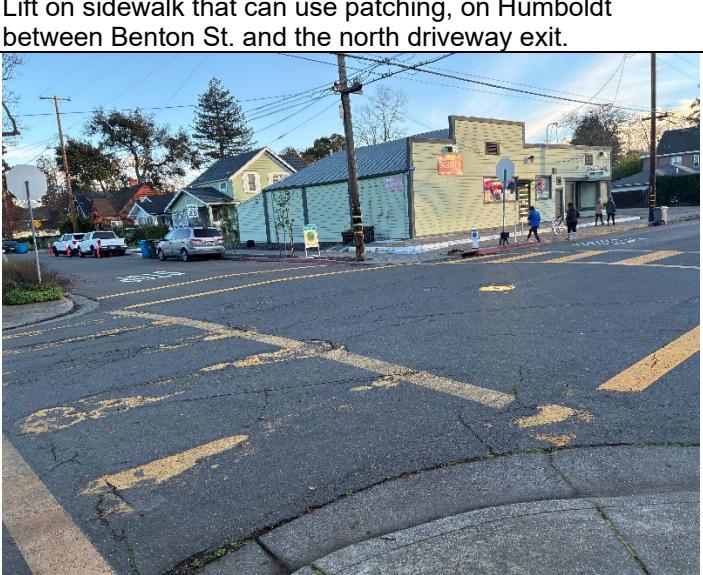
- All students at the school can ride CityBus, Sonoma County Transit and SMART free of charge.
- If the school needs assistance planning school trips on transit, please use the tools on our website or contact Yuri Koslen (ykoslen@srcity.org) directly. If staff at the school need training passes in order to train students on riding the bus, Santa Rosa CityBus can make those available to staff at any school in Sonoma County.
- Transit infrastructure related to this site. (Current for Santa Rosa Charter School for the Arts 756 Humboldt St, 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 1 – currently operates north and south on Mendocino Ave three times an hour to/ from Downtown.
 - Closest CityBus's bus stop serving the campus are on Mendocino Ave.
- Sonoma County Transit
 - Route 20, 30 44/48 and 60. – this is operated by Sonoma County Transit. It serves the stops on Mendocino Ave.
- Feasible improvement if the school would like to advocate for improved transit.
 - Changes/additions/suggestions to bus stop.
 - Additional shelter or bench seating at the bus stops
 - Moving of the bus stop
 - Any other ideas that the school has
 - More dialog with CityBus staff regarding any matter of concern that the school may have.
- City short / long term transit planning
 - Route1 frequency will return to every 15-minute frequency
 - Regional coordination with Sonoma County Transit that may result in 10-min frequency on Mendocino Ave.

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@bikesonoma.org

Appendix: Walk Audit Pictures:

	
Pre-audit tabling visit on 1/6/25	Traffic in drop-off loop in front of school
	
Traffic on Humboldt south of the school driveway loop to College Ave.	Lift on sidewalk that can use patching, on Humboldt between Benton St. and the north driveway exit.
	
Humboldt St. and Benton St. – daylight intersection, consider high visibility crosswalks	Benton St. and Orchard St. – refresh crosswalk, consider high visibility at all approaches.



Eliminate the parking spaces at back entrance to school (Orchard Street) to allow safer entry/exit for students entering gated bike rack area. Consider painting area to designate no parking zone, and/or blocking off area with bollards or other barriers.



Staff vehicle parked on sidewalk at back entrance to school (Orchard Street on 1/6/26, impeding travel for active travelers.



Continue to remind parents that there is no parking on the east side of Orchard Street or possibly delegate cone placement to a parent group since it is not sustainable for staff to handle.



Consider improvements to crossings on Mendocino Avenue and stationing a crossing guard at Benton St. and Mendocino Ave.



College Avenue at Orchard Street

College Avenue at Beaver Street (add flashing beacons)



Consider RRFB at North St. and Benton St.

Consider additional pedestrian/bicycle improvements along North Street



Create a pathway into the school on the north side of the north driveway extend – extend current 2" painted area on left to ~6'

North driveway exit is currently ~26" wide and only needs to be about 20" wide to handle vehicles exiting in either direction.

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.