



# Santa Rosa Safe Routes to School (SRTS) Task Force

Meeting Notes of Wednesday, January 31, 2024

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

## Members in attendance

Christina Panza	Director, Safe Routes to Schools & Education	Sonoma County Bicycle Coalition
Sarah Hadler	Safe Routes to School Education/Encouragement Program Manager	Sonoma County Bicycle Coalition
Alexander Ocegüera	Active Transportation Planner	City of Santa Rosa
Laurel Chambers	Healthy Eating/Active Living Coordinator	Sonoma County Department of Health Services; Public Health Division
Patricia Turner	Director of Risk Management	Santa Rosa City School District
Jessica Peterson	Safety Coordinator	Roseland School District
Josh Wilson	Principal	Strawberry Elementary School (representing Bennett Valley USD)

**Additional Attendees:** Dana Turrey (SCTA); Emily Shartin (Advocacy Coordinator, Sonoma County Bicycle Coalition); Ingrid Stearns (RL Stevens Parent); Danielle McElwee (SRTS Lead Educator, Sonoma County Bicycle Coalition)

## Notes on Agenda Items:

### 1. **Introductions & public comments for items not on agenda\***

*(this item begins [0:00](#) at on the video recording)*

- a. Christina welcomed everyone to the meeting and stated that the purpose of the task force is to identify barriers to walking and bicycling and to come up with solutions for those barriers, and to report out what the City is doing to make improvements. Christina mentioned that we usually have a representative from the Police Dept, but they are monitoring the storm and were unable to be here. Everyone introduced themselves (please see above for attendees).
- b. There were no public comments.

### 2. **Partner Updates**

- a. **Safe Routes to School Program (Christina Panza)(Slide 1)**  
*(This item begins at [3:32](#) on the video recording)*  
*(PowerPoint slides included in notes packet)*

- i. This is a matrix of where we've been in our education program in Santa Rosa, in January and where we'll be in February. (*Slide 2*)
  1. We've done 2<sup>nd</sup> grade pedestrian safety lessons at: Austin Creek, Burbank, Manzanita, Mark West, JX Wilson and Cesar Chavez will be in February.
  2. We've done or will do our 4<sup>th</sup> grade Bike Basics lessons at: Santa Rosa French American Charter (SRFAC), Wright Charter, Hidden Valley, Sequoia, Proctor Terrace, Strawberry, Sheppard and Austin Creek.
  3. We've done our 5<sup>th</sup> grade mapping and communications lessons at SRFAC and Strawberry.
- ii. Every month there is a theme/challenge for Walk and Roll (*Slide 3,4,5*). This month, the theme is Walk and Roll for our Hearts. Our participating schools can have a Walk/Roll event day that highlights why walking/rolling to school is heart healthy, and good for your mind and body. Many schools are having a February Walk/Roll Day on the first Wed of the month, 2/7, or another day. We have an Art Contest Challenge this month. All of the resources are available on our website in English and Spanish. Kids can draw a picture demonstrating why they love to walk/roll to school and why it is healthy for their minds/bodies/hearts. All the student artists will be entered into a drawing for a gift card to a local art store. 15 student artists will be selected to be featured in our Walk/Roll calendar and they are given copies of the calendar for their families, teachers, principal and are invited to a reception where they are awarded their calendar and get a special treat. This is our most popular challenge and we get a lot of submissions and it highlights the benefits of walking/rolling.
- iii. If you go to our website ([sonomasaferroutes.org](http://sonomasaferroutes.org)), we have promotional materials for all of our challenges (*Slide 6*). The February commercial, produced by our SRTS Educator Danielle McElwee, has been posted. Schools may share this commercial in their classrooms or at assemblies or on their social media to promote the challenge.
- iv. We are opening registration for Bike To School Day this month. We are asking schools to register by early April (*this item begins at [9:33](#) on the video recording; Slide 7*). The event is on May 8<sup>th</sup>. We ask for pre and post event bike counts from each school. Schools who register get promotional items, posters, stickers and fun bikey items. It is Bike to School Day but we encourage all modes of active transportation with a highlight on bicycling.
- v. We are also encouraging schools to form Bike Trains which can take some time to organize. We are having a Bike Train Leader Webinar on Wed 3/13, from 6:30-7:30 (*this item begins at [:26](#) on the video recording; Slide 8*) about how to start a bike train with

local bike train leaders who share their experiences and advice, a parent from Petaluma, a principal from Windsor. We encourage folks to join us and sign up in advance with the url on the flyer. The Webinar flyer is on our website in [English](#) and [Spanish](#).

- vi. We are starting our Learn to Ride series back up on Wednesdays, one time a month, in Santa Rosa (*Slide 9*). The first one is coming up on Wed. Feb. 21<sup>st</sup>. Sign up is through [Parks and Rec](#), and the classes are \$10 for Santa Rosa residents and \$20 for non-residents. These classes are really popular so sign up early!
- vii. We are also taking sign-ups for our (4<sup>th</sup>) Annual Adventure Bike Camp that goes from June 10-14 at Finley Center (*this item begins at :5: on the video recording; Slide 10*). It is a fairly reasonable fee-based camp. If anyone has a need, they can reach out to get support and/or a scholarship. This bike camp really get kids involved with all things bikes, fixing their bikes and riding and and they end up becoming bike ambassadors (*Update: This camp is now full with a waitlist.*)
- viii. We've added a new page to our website to share how schools are involved with the SRTS program (*this item begins at 324; on the video recording; Slide 11*). Christina went to the [sonomasaferoutes.org](http://sonomasaferoutes.org) website page and described how to get to the new page: at the top bar, go to "Events and Plans" and then click on the tab "[School SRTS Travel Plans](#)". We've now made public all of the information that we gather from our schools that participate in our program. The Travel Plan shows how schools are engaged in the program, data on how students travel to/from school, the percentages of where students live in relation to the school, any documentation that we've collected about barriers. In Santa Rosa, we have a list of schools, and for some of the schools that aren't as involved with the program, there is just skeleton data. Using Hidden Valley as an example, there is an overview page that shows what SRTS program elements the school has engaged in that year in bold, and what we still hope to do there. There is GIS map data, the percentages of kids who live within a ¼, ½, 1 and 2 mile radius from school compared to how many kids are walking/biking, and how many kids participate in IWRTSD and we'll add the data from Bike to School Day. Another tab is the GIS map for that school that you can see where kids live in relation to the school and you can download a full map. There is also a tab that has any documented concerns that we've received from any parent surveys, or through the Task Force or from any other source that we keep as a reference. We also have a Walking Audit report if we do one at that school, and any other maps that we have available. All of this data is available for all of the schools in the county that we are engaged with. Any concerns or questions, please reach out to Christina.

- ix. Also on the SRTS website is all of our Task Force information. You can go to Events and Plans and then click on Task Forces and then [Santa Rosa](#). You can pull up past meeting notes, get the notice for the next meeting, pull up the infographics for any upcoming meetings, and share them with your school community.

**b. City of Santa Rosa Transportation & Public Works (Alexander Ocegüera)**

*(This item begins at [3:33](#); "on the video recording)*

*(PowerPoint slides included in notes packet)*

- i. This is an Active Transportation Update from the City, and is in collaboration with the schools and for you to see what items we're doing that might affect you in and around the schools (*Slide 1*).
- ii. The City is getting funding from TDA article 3 to hopefully install two more Rapid Rectangular Flashing Beacons (RRFBs) (*Slide 2*). We are currently working on installing nine from last year's funding cycle and these two will be for next year's funding cycle. The City's Bicycle and Pedestrian Advisory Board wanted to split this funding into two projects. You'll see the other project in the next slide.
- iii. The other project would be to add money to fund bike lane infrastructure investments (*this item begins at [3:54](#)"on the video recording; Slide 3*). Through this funding source, we'll add money to our in-house funding source for a Dutton Ave road diet project. This project would take the two lanes of traffic in each direction and add a protected bike lane with a single traffic lane in each direction, and a 2-way left turn lane. This adds plenty of features for not only bicyclists but pedestrians as this will shorten the crossing distance. This would go across Dutton Ave where an active group of middle schoolers walk down W. 9<sup>th</sup> and cross Dutton Ave to get to middle school; there would not be multiple lanes of travel to cross where the vehicles are imposing.
- iv. We are working on some pilot projects (*this item begins at [3:45](#)" on the video recording; Slide 4*). One of these that we're working on is in front of Steele Lane Elementary School and it's going to be from Rowe Dr. to Myers Dr. and it will take a single travel lane in front of that school...
- v. This slide shows the current lane configuration (*Slide 5*). Right now, looking from left to right, there is an 8 ft bus loading zone, two vehicle travel lanes heading west bound, two vehicle travel lanes heading eastbound, a bike lane and a parking lane.
- vi. During the pilot study, what we will be doing is essentially a road diet (*Slide 6*). We'll take a travel lane heading westbound and this will give us an idea of how circulation will be in and around the school when there is only one lane of travel heading westbound.

We can see what unintended consequences might be like will folks be driving through the neighborhoods instead of using Steele Lane, is there queuing issues, backing up to Mendocino... with this study, there will be a taper just after Mendocino heading westbound, giving drivers a chance to merge into one lane. A pilot study like this shows us if this lane configuration will work.

- vii.** Why are we doing this? (*Slide 7*)
- viii.** The benefits of a road diet (*Slide 8*) are that it reduces right turn crashes at side streets, shortens the crossing distance for pedestrians, it gives an opportunity to add a protected bike lane to the north side of Steele Lane, it also has the potential to calm traffic and will lower speeds because of a little more congestion in front of the school, this is a more community focused complete streets environment that better accommodates the needs for all road users.
- ix.** The project originally was to widen the roadway and add a bus loading zone (*Slide 9*) and that would have cost close to a million dollars needed for right of way and would only add a bike lane and wouldn't shorten the crossing distance, so the cost savings from this could potentially be around 800 (thousand) to a million dollars.
- x.** What will it look like in the future? (*Slide 10*)
- xi.** This is how it would potentially look like in the future (*Slide 11*). There could be other lane configurations. You'd have a protected bike lane on the north side of Steele Lane, near the school, heading westbound, the wider 11 ft bus loading zone, your travel lanes, the bike lane heading eastbound. You could potentially have a 2-way left turn pocket in the middle. From what the Fire Dept has told us, we want to keep at minimum three lanes of travel though there is the potential to convert that middle lane into a 2-way left turn lane. And that could be beneficial on a lot of fronts, could create an area for people to turn left into the school or left into their homes. All of this is dependent on if the Pilot Study goes well, if we get good feedback and if it's advantageous to the school.
- xii.** The future of this is to see if there are other multi-lane roads in Santa Rosa, like in front of Cesar Chavez, or Monroe, where you have multiple lanes and we can create a road diet with slower speeds and calmer traffic works, and add benefits to other road users like pedestrians and bicyclists. It would be a huge benefit to our vulnerable road users, which are the kids.
- xiii.** Questions
  1. Patty asked if there is no parking lane on the side of the school, how would the drop off work? Alexander said there would still be a loading zone area in the bus zone area that would be accessible.

2. Sarah asked about the Dutton Ave project, would it be between W. 3<sup>rd</sup> and College? Alexander said yes, it would be between W. 3<sup>rd</sup> and College and you can look it up in the local road safety plan.
3. Emily asked on Steele Lane, have you considered what happens on either side of Myers and Rowe with the bike lanes? Alexander said there are class 2 bike lanes existing now and from a circulation standpoint, they are not willing to give up the real estate to make those Class 2 bike lanes Class 4 protected bike lanes.

**c. Santa Rosa Police Department (*N/A as there was not a representative from the Police Dept in attendance*)**

**d. School District(s) Updates**

*(this item begins at [4:44](#) on the video recording)*

- i. Christina asked if there are any school district updates with anything relating to SRTS, something you are planning that is along education or encouragement lines, separate from concerns, which we will discuss later.
- ii. Josh Wilson chiming in from Bennett Valley, in NE Santa Rosa, shared that they've been coordinating quite a bit with Sarah Hadler and thanked her for the support and keeping them up to date with new initiatives, programs and activities that SRTS puts on. They love the Feb Challenge and are continuing with the first Wed of every month with Walk/Roll to School and they've solidified dates for the bike rodeo and the lessons for the 4<sup>th</sup> and 5<sup>th</sup> grade students. Josh thanked everyone here and especially SRTS for their support in promoting not only safe routes to school but healthy lifestyles for our students.
- iii. Patty Turner thanked everyone for the Lincoln Walking Audit. She said the principal is excited and thrilled that it took place. Christina said that she will have an update on the Walking Audits process later in this meeting.
- iv. Jessica did not get any feedback or updates from principals prior to this meeting but is looking forward to the Sheppard bike rodeo that will happen on April 16<sup>th</sup>.

**e. Other partner(s)**

- i. Laurel Chambers said that they will continue to work with Christina on the outreach materials. Christina thanked Laurel and her colleague, Jasmine, for creating the infographic promotional materials. Laurel said to let her know if they have any other needs around the infographics as every school site sends out materials in a different way. Christina said that she recently met with the

Helen Lehman principal and the principal loves and supports the SRTS program but didn't see the information about the Task Force. This shows that we have to just keep sharing the information out. Christina acknowledged the parent who is here from RL Stevens and assumes she saw the notice through school communications.

### **3. School Site Assessments/Walk Audits – reports & community feedback**

*(this item begins at [55:43](#) on the video recording)*

*(PowerPoint slides included in notes packet)*

- a. Christina is thrilled to begin a coordinated effort, in partnership with the city, to assess schools in Santa Rosa for barriers to walking and biking, and to record and document potential solutions to those barriers. Of course, the city has made improvements to areas around schools over the years, and city has responded and will continue respond to school requests or concerns. That said, part of the reason for this Task Force is to collaborate and strategize about moving forward in a more methodical and thoughtful way to make sure we are reaching all schools, and collecting and documenting barriers/concerns. As the Task Force was getting started, we just asked schools to email Christina if they wanted a Walking Audit and we did audits at Sequoia, Wright Charter and Lincoln. They all went well and were great efforts in collaboration and reports were made for all three of those schools. In December, Christina, Alexander and Torina, a City planner, decided there needed to be a more fair and methodical process of determining where/when Walking Audits/Site Assessments should happen. We want to share this process with you and also ask for feedback (*Slide 1*).
- b. Alexander said that they came up with a proposed school priority list for Walking Audits that we'd like feedback on, this list is not set in stone. (*Slide 2*)
- c. Christina/Alexander shared the proposed list (*this item begins at [59:46](#) on the video recording*) that came from using data from speeds, average daily traffic, number of major streets that one might cross (example Helen Lehman students might cross Stony Pt/College/Dutton/Guerneville Rd; using a walking distance of ¼ mile from school because you have higher % of students walking to school within that distance), another criteria is assigning a score if one of those streets crossed are part of the High Injury Network, and based off the % of students receiving free/reduced lunch because we use equity priority communities criteria in planning but there are also many inter-district transfers so we needed to use a different criteria to prioritize folks at need who potentially are walking to school more so than other places. This is a starting point with the potential for the list to be adjusted to accommodate planning efforts or other unforeseen events that might push a school up the list.

- i. For example, the County is looking to get a grant for the Moorland area to get to Bellvue Elem from Primrose Ave, and thus, it would be good to do some outreach and partnering at Elsie Allen about people walking in that area, so that might bump them up on the list.
- ii. We can scroll through the list and distribute the list to schools so they can see where they are on the list.
- iii. There are a lot of schools in Santa Rosa and the capacity to do an audit with all the people that need to be there (SRTS staff, city engineers, law enforcement, school representatives) is realistically about one or two schools a month. It will take a while to circulate through the list but we've never done this before and to start with even one school a month is important. It may take 5 years to get through all the schools in SR, but we'll have all of that data and continue to circulate through the schools.
- iv. Christina will reach out to schools on the top of the list to get an audit scheduled this spring, likely the first four or five schools (Helen Lehman, JX Wilson, Kawana Springs, Monroe, Comstock). We should look at these schools and agree that these should be audited first. Christina would love to audit Helen Lehman first but she also wants to be strategic about it and make sure the right people are there, as there are things going on with SMART, so she might not want to schedule this in February, but wait a bit longer. For the most part, she wants to stick to this list.
- v. Patty asked if once an audit is completed at a school does it go to the bottom of the list. The answer is yes. Lincoln, Wright Charter, Sequoia, and Austin Creek are now at the bottom of the list.
- vi. Brook Hill had reached out to request an audit before this priority list was created, so that audit is scheduled for February 13<sup>th</sup>.
- vii. Christina asked for feedback from those school representatives attending the meeting, Patty, Josh, Jessica. She said that another thing to consider is if a School District is aware of a project happening at a school, like reconfiguring the parking lot, we'd want to do an audit before that happens. Laurel added or if the City is aware of a building development/housing going in near a school. Alexander did say that planning efforts could change the priority list.
- viii. Josh said that it was hard to see the whole list and didn't see Bennett Valley schools in the top 25. Several staff numbers bike/walk to school along the similar routes that students take to school and they seem to be pretty good. The list seems appropriate to him. Christina said that Strawberry is 46 and Yulupa is 42 on the list, but just because your school's audit is four years down the line, you can still inform the city of an issue and ask them to come out and look at it and possibly fix it. The Walking Audit is a more formal process with specific people there,



where we document the concerns and write a report and sometimes in that process, the low hanging fruit can get addressed and the other issues can help inform a larger plan or can help with a grant application.

1. Josh appreciated that and also noted that farther up on the list is Spring Lake Middle School (number 22), which is a growing feeder middle school for Bennett Valley schools. In light of the tragedy that happened a year or a year and a half ago with a student walking to school, he appreciates seeing that or wonders if they can move the school further up on the list, depending on what other hazards/details are in the area.
  2. Christina agreed and said that if a school or district reaches out with a specific need, we can address that specific need and decide whether there needs to be a full audit.
- ix. Jessica said that two of their schools are on shared sites. One of them is Roseland Creek and RAMS and she doesn't see RAMS on the list; RAMS moved from the RUP campus. Christina checked the list and saw that RAMS (Roseland Accelerated Middle School) is right below Roseland Creek and those two schools would be combined into one for the purpose of the Walking Audit. Jessica did see that Sheppard and RUP (Roseland University Prep) are right next to each other on the list. Christina said that we may combine Sheppard and RUP but we may not and a reason for not combining those two schools would be because we might want to do a different kind of audit with RUP as high schools pull their students from a much larger area, possibly doing a bike audit and talking to the students about bike routes and look at a larger area than the typical ¼ mile.
- x. Patty said that she saw that the number of injuries in an area were taken into account but she also wondered if traffic violations in an immediate area were counted. Alexander said that they use data from speeds but the collisions data are based on high injury areas.
- xi. Christina said that it would be good for law enforcement to look at this list so that they can share any insights they have. Christina said that Alexander put a lot of work into this list and it can switch around but she is going to start using it to reach out to schools. She may wait to reach out to Helen Lehman, but she will soon reach out to JX Wilson, who is next on the list. Christina has several dates that she and City planners have available each month, and then she gives the dates to the schools, and once it is scheduled, she invites Law Enforcement, who always try to be there, but they can get called away or not make any given audit.

**d. Site Assessment improvements/results (Alexander Ocegüera)**

*(this item begins at [73:33](#) on the video recording)*

*(PowerPoint slides included in notes packet)*

- i. A big portion of what we are trying to accomplish is not only what we can fix, but building a relationship with each school and understanding what their specific concerns are and how we can help, even on their property, in the parking lot and loading zone area, like at Lincoln where the City suggested a raised crosswalk across the school driveway to help with kids crossing. The City can come up with ideas and be helpful, not just on City property but adding value and helping with circulation on the actual school property.
- ii. Also, schools often change what they are doing and the services they provide. Cesar Chavez Language Academy went from being a middle school to a K-8 and Spring Lake went from being an elementary to a middle school and knowing this information ahead of time and having these connections really help when issues come up or help prevent issues. As we go through these audits, it's important to keep these relationships not just at district level, but at a more connected principal/school level.
- iii. We're moving on to talking about the Walking Audits/Assessments that have been conducted so far (*Slides 3 and 4*). Note that all recommendations from walking audits are meant to capture possible solutions to issues or ideas raised during the walking audit. Each of these recommendations are subject to additional design, analysis, outreach, funding, prioritization and approval by the City and/or Santa Rosa City Schools prior to implementation. Some of the recommendations from the audits are logged in our planning documents so that we can potentially come back and fund a project through grants and have some data already collected or we already have a project that can be implemented, like from the Sequoia Walking Audit, we heard that they would like protected bike lanes on Calistoga Rd and we do have a future project there and we don't know exactly when it will happen but that line of communication letting parents, teachers, and principals know is helpful so they know we are trying to do something that is dependent on funding and capacity.
- iv. Sequoia Elementary Walking Audit (*this item begins at [77:47](#) on the video recording; Slide 5*).
  1. We looked at Monte Verde, just north of the school, where some of the parents had concerns about site distance and the City had a Civil Engineering technician go out and see if the site distance was adequate and the trees and bushes that were an issue for walkers, bicyclists and vehicles exiting had been recently trimmed.
  2. On Marit Dr, the City installed red curb on the approach sides of the crosswalk to extend visibility. This allows for more visibility for pedestrians crossing the street.

3. On Boas Dr, there is a sidewalk gap for people getting from Boas to Calistoga on Hwy 12. Alexander reached out Caltrans to ask them to add that to the District 4 Bike plan so the planners can take it into consideration.
  4. The City verified that there was a Leading Pedestrian Interval (LPI) already installed at the signal of Dupont/Calistoga Rd, which is at the entrance to the school. The timing is dependent on crossing distance and variable with how long drivers wait as well. When someone pushes the walk button, the walking signal comes on before the light turns green for car traffic and they have more lead time to cross the street.
- v. Austin Creek Elementary Walking Audit (*this item begins at 7:26" on the video recording; Slide 6*). These are a couple of outcomes that are from low lying fruit that can be taken care of in a timely manner and not things that take more planning and infrastructure.
1. There is a 25 mph sign on Mtn Hawk behind a tree and we plan to move it forward and in front of the tree so it is more visible. It is in the works to create a work order. The engineer gets the work together, gives it to the technicians and they create the work order.
  2. They had asked for a radar speed trailer deployment on Great Heron Dr. as people speed coming down the hill. Alexander reached out and saw that it hadn't been taken care of yet, so it is now added on to the speed trailer list and should be deployed in the near future. A couple of volunteer police deploy these and the list is long but it is good to get different locations on the list, especially if you have a need and it can be helpful to have these temporarily deployed so it doesn't become the norm like a permanent feedback sign. It gets more people's attention when it's not always there.
- vi. Wright Charter Walking Audit (*this item begins at 3:23-54" on the video recording; Slide 7*) The school is not in the City but it was good to partner with the County because there are portions of a kids walk to school that are in the City.
1. There will be a crosswalk installed across Finley Ave where it meets S. Wright Rd. This will be installed as soon as the weather permits.
- vii. Lincoln Elementary Walking Audit (*this item begins at 3:24-57" on the video recording, Slide 8*) These are the immediate things that we can work on.
1. There was an in roadway pedestrian crossing sign that was run over in the roadway as you cross a crosswalk. This sign brings more visibility to people in the crosswalk and serves as an object in the roadway, making the road a little tighter, for drivers to slow down. If there are things around your

schools that need maintenance updating, these can be easily be taken care of if we know about it. It's a big city, and we have three sign guys, one works in the shops, two are in the field. Also let us know about faded markings that need to be refreshed as the City has an in-house crew. You can reach out to Alexander or log in to mysantarosa, an online platform that you can log in and share concerns and our field crews have a turn around of about a week. Christina said that you can also email her and she can forward it to Alexander. The mysantarosa app is very useful, requests come in and they get handled pretty quickly. Christina asked about streetstory. Alexander said that is more for if you were run off the road as a cyclist, or a concern as a pedestrian or something happened as you are out and about, that is a forum to document it, mysantarosa is more for a maintenance item that needs to be done. Christina said we can share both apps at a future Task Force meeting.

2. Another thing that was brought up was the fencing in between the current park and playground. The City owns the park and the fence is right on the property line. The school/city had a maintenance agreement from many years ago and the City wanted the park to be open to the public but the school is worried about their special education population fleeing the school grounds. Both need to work together to keep the conversation open and come up with a solution that works for both parties. Alexander reached out to the Parks Dept to bring them in and this is helpful to know about going forward in the future with schools that border parks and bringing in Parks planning staff to the conversation.

- viii. Christina thanked Alexander and said that we will keep reporting on the outcomes from these Walking Audits. The reports are much longer but these are the immediate things that came out of the audits. We have barriers and identified concerns documented and these are being monitored with the City and SRTS and these are being kept track of and you can always reach out to Christina to check the status of something. This has changed our program in an exponentially positive way to be able to partner so closely with the schools and the City.

#### **4. District/site SRTS issues, concerns & opportunities**

*(this item begins at [32:27](#) on the video recording)*

- i. Ingrid Stearns, parent from RL Stevens, lives on Stony Pt, and her son walks down Stony Pt to get to RL Stevens and the stoplight at the crosswalk across Lazzini takes a very long time so the kids are waiting and waiting, and sometimes they just go. She

asked is there a way to change the programming to initiate the light change more quickly, a more responsive signal change for kids riding their bikes or walking to school. Alexander said that it is noted and you can also use mysantarosa but he will ask the traffic engineer technician about the timing and he wonders even though Sebastopol Rd is far away, it may be coordinated with those lights. He also said they might be able to change the timing when students are using that crosswalk.

- ii. Josh asked what “protected bike lanes” are? Alexander answered that you see the buffered bike lanes on Summerfield Rd with the cross hatching and this creates a buffer, but with protected bike lanes, there is a vertical addition, like on Armory Dr, there are rubberized poles that are anchored to the roadway, every 20 feet. In the future, we hope to add some sort of curbing or a storm drain feature or trees/shrubs that help with traffic calming in making the roadway narrower and reduce speeds. These are more permanent features. Christina said that you can google “protected bike lanes” and see different images.
- iii. Jessica looked over her notes, and thought there were improvements in the works for the intersection at Hearn/Burbank. Alexander said that he knows this project is still in the works, but could be delayed because of the weather to add the striping there, he will reach out and see when it will be implemented. It was definitely a concern that they want to address. Alexander can send an update through Christina. Update: Alexander looked into this and said “Our preliminary construction schedule for this project is from October 2024 through March 2025. The preliminary schedule’s large window is due to the project being in the early stages of acquiring the easements necessary to install the intersection improvements.”
- iv. Christina said that we will report on any improvements during the Walking Audits but can also report on concerns that have been brought up and a fix done as a result of a concern that was brought up. We want to close the loop when an issue’s been brought up that has been addressed.

## **5. Other Business & Announcements (N/A)**

## **6. Scheduling Next Meeting(s) & Adjournment** *(this item begins at [3:39:67](#) on the video recording)*

- a. The April and May Task Force meetings have been scheduled. On Thursday, April 25<sup>th</sup>, we’ll meet at the Rincon Valley Union School District. On May 23<sup>rd</sup>, we’ll meet at Santa Rosa City Schools. We are looking to schedule a South Santa Rosa focus meeting for the end of February/early March. Update: the meeting has been scheduled for **Thursday, 2/29, 4-**

**5:30 at the Bellevue Union School District (3150 Education Dr.)**

Amanda, the Grant Administrator, from the County will be there to talk about improvements around Moorland Ave, near Bellevue and Elsie Allen. Christina sends calendar invites to all the District Task Force members but can also add principals to the calendar invites if the principal requests it.

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