



Santa Rosa Safe Routes to School (SRTS) Task Force

Meeting Notes of Tuesday, June 16, 2026

You can view the recording of this 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 Ocegueda	Active Transportation Planner	City of Santa Rosa
Bob Mittelstadt	Legal E-bikes Advocate	E Bike Access
Christine Culver	Aide to Supervisor Chris Coursey, 3 rd District	Sonoma County Board of Supervisors
Stacy Desideri	Representing Superintendent	Santa Rosa City Schools
Josh Medeiros	Traffic Sergeant	Santa Rosa Police Dept
Brooke Brand	Program Manager for Injury Prevention	SR Memorial Hospital Trauma Services
Laurel Chambers	Public Health Division; Chair of Vision Zero Advisor Committee	Sonoma County Health Services
Jason Lea	Superintendent	Roseland School District
Casey Thornhill	Assistant Principal	Bennett Valley School District (Strawberry and Yulupa)
Michael Kellison	Superintendent	Bellevue Union School District
Lori Pola-Hoard	Principal	Robert L Stevens Elem
Macy Juhola	Principal	Wright Elem
Hector Soto	Vice Principal	Santa Rosa Junior/Senior High
Margot Ocañas	Senior Transportation Planner	Sonoma County Transportation and Climate Authorities

Notes on Agenda Items:

1. Introductions

(this item begins at on the video recording)

- Christina welcomed everyone and then everyone went around and introduced themselves (see above for attendees).

2. E-Bicycles, E-Motos & Youth Safety: Presentation(s) from Bob Mittelsteadt ([E-Bike Access](#)) and Sonoma County Safe Routes to School. Presentation(s)

will cover current trends, legal considerations, youth e-bike/e-moto usage in Sonoma County Schools, policy considerations, e-bike education, and more.

This item begins at 6:55 on the video recording; Powerpoint slides hyperlinked below

- a. Presentation by Bob Mittelstad: "[Electric Bicycles and Electric Motorcycles: The Difference, The Problem and the Solution](#)"
- b. Presentation by Sarah Hadler: "[Sonoma County SRTS E-Bike Presentation](#)"
- c. Questions/Discussion:
 - i. Bob added that you also need a driver's license or learner's permit to operate an electric scooter. We see a lot of these at the middle school level and even the elementary school level—this is very clear; they should not be at middle schools or elementary schools as you have to be 15 ½ and parents need to be educated about this and police and schools should be aware.
 - ii. Sarah said that info about the e-scooters is on the SRTS 2-page info flier that we share with schools to send home to parents.
 - iii. Christine asked about getting the presentation slides and a copy of the flier and Christina said that those items will be sent out with the meeting notes to all attendees and those who RSVP'd and will also be posted on our website on our Task Force page.
 - iv. Christina mentioned that she and Sarah visited every public middle and high school in Petaluma, Santa Rosa, Sonoma, Rohnert Park, Sebastopol, Windsor, Healdsburg, and Cloverdale this spring and conducted bike counts. We have a spreadsheet of data and we have pictures for each e-bike and e-moto that we saw—we took these for identification purposes.
 - v. Christina said that we are really interested in school districts implementing policy around e-bikes and we can provide examples of policy language that have been utilized in other school districts. You could have a policy on banning throttle devices. We are hoping that school districts can take action on implementing some policy that will help parents and kids understand what is safe and legal. We also want schools and school districts to help us share information on e-bikes and e-motos—we share them on our social media as well. So you can follow us on Sonoma County Safe Routes on Instagram and Facebook to reshare information.
 - vi. Stacy asked if any school districts have implemented a board policy specific to e-bikes, maybe under student wellness.
 - vii. Jason replied that their student population has less access to higher-end/cost e-motos, but they are seeing a lot of e-scooters at the middle and high school levels.

- viii. Christina asked school districts to reach out to her if they are implementing policy so we can share that info and all be on the same page.
- ix. Laurel asked if the bike counts at the middle and high schools were more or less consistent across all of the schools that were looked at or if there were huge spikes in e-motos in different places.
- x. Christina answered that surprisingly the bigger middle schools had a higher percentage in general of e-motos, like Rincon Valley MS, Petaluma Jr, Kenilworth. Sarah added that Rancho Cotate HS in Rohnert Park had a very high percentage of e-motos. Christina said that we can share our spreadsheet of the counts if anyone is interested and also gave a reminder that this is a snapshot of one day of data.
- xi. Lori asked for clarification that even if the person on the bike is riding under 20 miles per hour, it's still illegal because it has the capability of going higher. Bob, Christina and Sarah all concurred that is correct, and Christina said that is the problem with the Class 2s because they can be easily modified. That's why some school districts are banning throttle e-devices because it's very difficult to identify if someone's riding a legal Class 2.

3. Safe Routes to School Program Update (Christina Panza)

This item begins at 43:12 on the video recording; Powerpoint slides hyperlinked below

- a. Presentation by Christina Panza: ["Safe Routes to School Program Update"](#)
 - i. Slide 4—Christina added that we do not have very many middle schools and high schools, particularly in the Santa Rosa City School District, that are engaged right now and we'd like to see more middle and high schools be engaged in our program. When a school is enrolled, we have direct and consistent communication with them; we can ask them to share flyers and we can share our educational resources more easily.
 - ii. Stacy added that the SR City School District is going through a merger now with the middle and high schools so that Comstock will now be Piner Junior/Senior and Slater is now Montgomery Junior/Senior. Christina said that we are aware of that and giving those schools grace and time to make that transition but we would like to have them involved in the future.
 - iii. Slide 9—Christina added that anything district representatives can do at the top-level to encourage parents and site leaders to engage with our program is helpful.
 - iv. Slide 11—Christina added that it is really important for districts to be aware of that one of the most effective programming to do around family and student engagement is to establish meetup spots for

walking or biking to school that we call walking school buses or bike trains.

4. City of Santa Rosa Public Works Update – Current Projects & Future Plans (Alexander Oceguela)

This item begins at 50:55 on the video recording. Powerpoint slides hyperlinked below:

- a. Presentation by Alexander Oceguela: [City of Santa Rosa: Projects and Planning in Partnership with Schools](#)
 - i. Slide 2—Alexander added that it's a slow process to make improvements but it is also amazing to see the differences. The City does a lot of these smaller projects in-house, which takes time as the crews are extremely busy doing other maintenance tasks. And we're asking them to do actual projects when historically they've just been doing in-house maintenance like striping, concrete work, and asphalt work.
 - ii. Slide 3—Alexander said that one of the highlights of this year was the improvement put in at RL Stevens Elementary. On the walking audit, there was the raised concern of a need for a crosswalk in front of the school on Giffen Ave, because students had been crossing at that location without a crosswalk. First, we did a pop-up crosswalk on a Walk/Roll Day (picture on the top right) and it was very well received and it helped to slow drivers down. Then we received a letter from the principal asking for a more permanent solution and we were able to implement a raised crosswalk as you can see (top left corner and bottom right pictures). It has been well received by the school community—the kids are using the crosswalk and it also slows speeds. There was a lot of engineering that had to go into this because of the raised crosswalk and drainage implications; we also needed to make it cost-effective and be able to meet the needs of the street that were already existing.
 - iii. Slide 4—Another walking audit we did was at Burbank Elem near the intersection of Olive and Sebastopol Road. One thing that was noted was that in order to make it easier and safer for kids to walk to school, there needs to be more open sight lines and sight distance. There is a daylighting law that says at the approach to an intersection for 20 feet, no cars are allowed to park there, usually there are red curbs. We don't have the resources to red-curb every intersection in Santa Rosa at the approach, but as things come up in walking audits and concerned citizens reporting, we are able to. Here we were able to take some space back from cars that shortens the crossing distance for kids crossing the street and hopefully makes it easier and safer for those kids to get to school.

- iv. Slide 5--Another place of improvements has been on railroad crossings. This wasn't specifically part of the walking audits, but kids do walk along these corridors. When SR Middle was off E Street, there was a contingent of students, living close to Lincoln Elem, that would walk along 9th Street. So one of the improvements we made was protected bike lanes going up to the intersection. It helps shorten the crossing distance and getting to the SMART path and potentially using that to get to the train. It also helps to slow the speed down.
- v. Slide 6-- This is one of our bigger projects on College and Dutton where we've added protected bike lanes. Part of that was informed by a walking audit at Helen Lehman Elementary. As we implement projects, we are looking back at what has been said at Walking Audits and what the nearby school is as we improve streets. We also added a flasher at a crosswalk (picture in bottom right-hand corner), which helps students get across the street. Through narrowing the lanes and adding lane reductions, the students have less lanes to cross. As part of the Helen Lehman audit, we did a stop-controlled intersection right in front of the school, so I hope that's been helping improve circulation there and getting kids across the street right in front of the school.
- vi. Slide 7—We really try to partner with the schools. I was at Helen Lehman's Bike to School Day this May. There were about 50 students that came along the bike train, and it was great to see the excitement from parents, the kids, and even the principal there. We always try to be helpful and see if we can help steward the kids along the way to school.
- vii. Slide 8—For projects in the near future, we've got:
 - 1. Calistoga Road improvements are underway where we're doing a pavement maintenance project along with sewer and we have to reconstruct the roadway. This gives an opportunity to improve the street for everybody, not just for motor vehicles, but people walking and biking, especially since there's a school, Sequoia Elementary, where we did one of our very first walking audits where the community and parents voiced their desires. We will shorten crossings at the side streets and add concrete curb extensions, which also makes the sidewalk area better and the people who are walking are more visible. We are also putting in a two-way protected bike lane in front of the school so kids from the neighborhood can access the school without worrying about vehicle traffic.
 - 2. The Jennings Avenue SMART crossing has been informed by the Helen Lehman walk audit and there is also a contingent of apartment complexes on one side of the of the SMART tracks. With this crossing, you'll be able to

potentially walk or bike to school going across the railroad tracks.

3. North Dutton Avenue will be improved as we're going to be installing class IV bike lanes and road dieting. This project has been delayed a little bit. It will hopefully break ground in late summer/early fall—this striping project will narrow the roadway and will make it easier for people to cross Dutton Ave, making a big impact. In the future, there will be a roundabout at 9th Street and Dutton Avenue which will also have a calming effect.
 4. Pop-Up for Roseland Creek Elementary in August, behind the school on Comalli and Lazzini. During the walking audit, parents were very concerned about people parking on the corners and the sight distance for kids walking across the street. Because our in-house crews are very busy, we want to do this pop-up with parent support in installing some very, minor curb extensions that will shorten the crossing distances and will also make it so people don't park on the corners. This will be temporary but when our street crews are able, they can come in and implement something more stable and permanent. I'll be leading this and the principals are supporting—we are in the planning process to create a flyer for parents and the residents in that area.
 5. Putting in RRFBs (Rectangular Rapid Flashing Beacon) at: Montgomery High School, Lincoln Elementary, Spring Lake Middle School, and JX Wilson, as part of a TDA grant funding project informed by walking audits and our bicycle and pedestrian advisory committee (BPAC). These take time to create plans and install and also get the products from the manufacturers. Hopefully, these will go in early in the new year.
- viii. Slide 9—Future planning for the Camino a las escuelas, which is a proposed multi-use path from Olive Park (which is right next to the freeway) to Barham to Dutton and then to South Ave to West Ave, to Delport, McMinn, to the Roseland Creek Community Park, then to Roseland Creek Elem and then out on a path that goes to Stony Pt Rd and then to RL Stevens Elem. We plan to do some engagement in August to see the input and support for that. At all the intersections, we're thinking about putting in some kind of raised feature so kids and people don't have to go down on the street and then back up. Cars would slow down as they come to a raised crosswalk, like the one at RL Stevens, so it creates more visibility for people walking and biking.
- ix. Questions/comments:
1. Jason said he would put his email in the chat so that Alexander can reach out to him about spreading and sharing

information to parents in the community. He said the Camino a las escuelas sounds great.

2. Christina thanked Jason and also addressed his question in the chat about having materials in English and Spanish and confirmed that all of our sent home resources are in Eng/Span. The only ones that aren't are our PSAs where our audience is children.
3. Christina asked a question of Josh Medeiros, Traffic Sergeant, of the SR Police Dept and what are your enforcement activities around e-bikes and e-motos, what you have been doing and if you have any plans to support schools in identifying e-motos or any resources you have that we could share.
 - a. Josh replied that they've been taking more enforcement when possible and these typically end in some pursuit of these kids which doesn't benefit anybody as we don't want these teens dying or being hurt, so we usually let them go and try to identify them later. We'd be happy to work with the schools and we need them to come to us and tell us they want to but the traffic unit is being depleted with the budget of the City. We've been doing more enforcement with towing the motorcycles and getting them off the roadway. They are more of a public nuisance when school is in. We are more than willing to work with whoever wants to in continuing the education and enforcement.
4. Christina asked about the SROs (School Resource Officers) like in Marin where the Marin Police came up with a warning flyer that could be put on illegal e-motos on school campuses and school staff may not have the capacity to do this and police wouldn't either but is this something we could work on with the SROs to do.
 - a. Josh said that there is currently no SRO program in Santa Rosa and there hasn't been one for 4-5 years. We are working to bring it back but with staff and budgetary issues, it's difficult. It could be returning next year and then it's a work in progress to build it back up, but it could work as the officers work closely with the schools. There is currently no capacity for staff to go to schools and do this but we can assist with education where we can. I can send officers at times to schools, but not on a consistent daily or even weekly basis. There are 4 traffic officers during the day and they would be the ones responsible for this. If schools are open to it, we could help but it would mostly be falling on the schools to educate and

enforce with the students/parents. If it continued, we could help with parents—usually parents understand pretty quickly when we tow the vehicle and they have to pay the fees.

- b. Christina said that a reason schools have banned throttle devices completely are so they don't have to identify what is illegal but there still has to be follow-through.
 - c. Josh agreed, said his kids go to Windsor Middle School and you see all kinds of violations and unsafe things even with education, and unless there's follow through, not much will change.
 - d. Christina said that we still have to do something and not just put a flyer out and that there's got to be a line where people are understanding that kids are hurting themselves on these e-motos, so I'm hoping we can figure this out. Again, if you are a district and looking to have a policy, I have various levels of policy language, parent letters, parent-teen agreements. I will post these on the e-bike page on our website, except for policy language which you can reach out directly to me for.
5. Stacy really appreciates the engagement on this topic. The challenge for our district is that we have to make sure that any sort of policy we implement is manageable with reduced staffing. I'm looking at a sample policy that says all elementary and middle school students will engage in a bicycle training program and we don't have the capacity to implement policy that requires that level of intervention. There will also be new adults and leaders at our school sites so we'll want to work closely with SRTS to make sure that you are in touch with the right people.
- a. Christina acknowledged that and thanked Stacy for connecting her with so many of the site leaders in the Santa Rosa City Schools District and for continuing to do that. We also have many resources that are fairly easy and sustainable to implement—our online video modules (Petaluma City Schools), which are easy for a PE teacher to use with their students, it's a low cost way to share info without teachers being trained. And we only have so much capacity to get to the schools in-person.
6. Hector stated that he's always appreciated the SRTS programs—they are powerful and thorough and educational, as a site administrator and as a parent. I have two questions: one is are you able to table and do outreach at a school

event, provide flyers, etc? and the other question is, do you have a simplified form about e-bikes/e-motos to share with parents/the community? The info about classes and such can be nebulous to parents.

- a. Christina said that we can table and do outreach with limited capacity and school partners can email us with the event/timeframe/request/supply a table and if we're available we can come to an event especially where community partners are tabling and parents/kids are milling about. Brooke said that she could help with that kind of outreach, she supports our bike rodeo helmet fitting program; she has tabled at events for Providence and injury prevention and she could table at events with that info and SRTS. The answer to the simplified flyer is something we are working on, Petaluma Police Dept created a really good e-moto flyer that we shared out. We are working on more materials and stepping up our social media and having some simple slides on what is an e-moto in Eng and Spanish. We are seeing the increased need for education on e-motos specifically. Our flyer did mention what a legal e-bike is, but wasn't as explicit on the dangers of e-motos.
 - b. Sarah shared the Petaluma Police Dept e-bike/e-moto flyer that is on our website. Christina said that if SRPD had a resource to share, we could. We try to create resources that meet schools' needs but sometimes someone does a better one first, and we are happy to share those and share with our school partners.
7. Brooke said that there are parents who will pick up and look at flyer info on what is legal and what is not. What is shocking is how parents have no understanding on what is legal/illegal for an e-scooter. There is a true lack of knowledge on the e-scooter situation, like no passengers allowed. We need to also advocate for education on e-scooters. Christina agreed and said that we saw a lot of e-scooters at middle schools and those kids are not 15 ½. Brooke said that from the injury rate perspective, it's the same injury rate for e-scooters as e-bikes.
 8. Christina asked a question of Josh or Brooke about a webinar that Senator Blakespear put on about the current efforts around legislation. Christina said that she would share the webinar link with this group. There was a police officer from Huntington Beach that spoke about how their dept is collecting data themselves because Switters data does not

distinguish between e-bike crashes and e-moto crashes and that is really important to understand what the problem is. They started collecting data in 2020 or 21 and they have the breakdown between e-bike and e-moto crashes and injuries. Interesting that a police dept was collecting that data. Sonoma County does not have that kind of data and Laurel and I looked for it. This is an important step to take and not to put Josh and the SRPD on the spot but would they consider tracking this kind of info.

- a. Josh said it's something the dept has discussed and it's based off how we are tracking collisions now. It's not a box that is required by law, so it's not searchable in that way. Our group of intel gatherers do at times collect it but it's dependent on the officer. It would require us going through 700-1000 collision reports that just involve those two categories to determine what classification it was, bike or motorcycle. This hasn't been at the forefront but is something we've discussed and I can bring it back up and see if it's something we can start implementing as a check box that's not a required part of the collision report but just as a data tracker for us. Christina said that she'd share the presentation with Josh. Josh said one of their captains had seen it and shared data from it and Josh said he'd be glad to look at it.
9. Brooke said that the injury codes do not specify between an e-bike and e-moto; both fall under the motorcycle category for mechanism of injury. Brooke recommends for anyone documenting about an injury that they be very specific about the type of conveyance the person was injured on. If we can get our EMS to be specific on their run reports, whether SRTS or Laurel at Public Health, or SCTCA, can help with this, that would be good. From my experience working with trauma registrars, we rely on the EMS reports to understand the mechanism of injury, and if they don't understand the difference between an e-moto and e-bike, that's where the breakdown in data falls, and maybe we can work together as a task force to ask them to be more specific.
 - a. Laurel said that's a great idea and she can ask them to be more specific. It is tricky to tell the difference between an e-bike and an e-moto. Laurel looked at all the pictures that Sarah and Christina took at the bike counts and it's really tricky to tell. Laurel thought we could discuss this offline but suggested that maybe it's a throttle vs no-throttle issue. It's definitely a conversation worth having to figure it all out. I also

wanted to throw out an idea to send out a blanket notification at the beginning of the school year about what is and is not allowed, this is what an e-moto is and police would be doing surprise checks and just the threat of the vehicle being impounded would be enough for the parents to know you are taking it very seriously. Perhaps the PD comes out once or twice a year.

- b. Brooke asked if we've engaged the CHP with this. Christina said they are the enforcement for the unincorporated areas and they have always been supportive when we ask them for help.

5. Adjournment

- a. Christina recognized that the meeting was at time and she appreciated everyone being at the meeting. There was a recording issue that happened during Alexander's presentation so we may be missing a little chunk of that. We will get the recording, notes, links and flyers and we'll keep working on this. Please let me know if there is anything we can do to support your site or district in, like implementing policy or connecting with the police department. We will keep in touch about the next Task Force meeting, maybe mid-year next year.

**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*