# Bellevue Elementary School Safe Routes to School Community Engagement & Audit

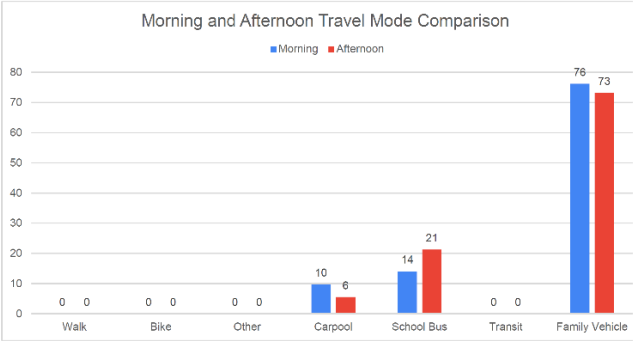
February 2026

## School Information:

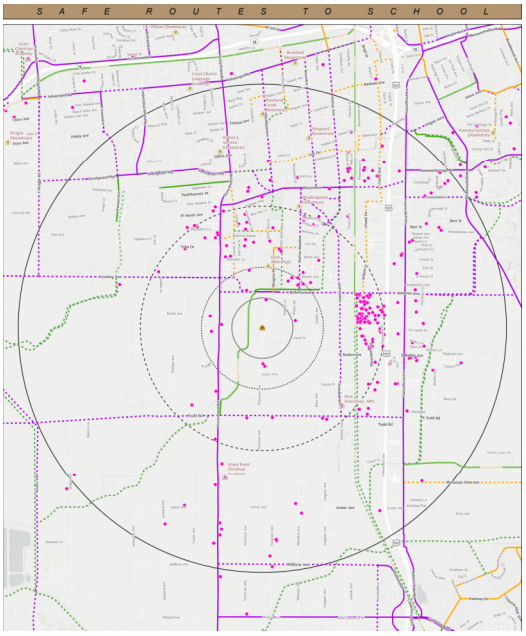
| | |
|---|---|
| Address | 3223 Primrose Avenue, Santa Rosa, 95407 |
| Morning Bell(s) | 8:10am |
| Afternoon Bell(s) | 3:27pm (Mon-Tues-Fri), 3:00pm (Wed-Thurs) |
| Grade levels | Tk-6 |
| Enrollment | 380 students (~311 families) |
| School type | Traditional Public School |
| Student's proximity to school | 2025-26 GIS Map Data<br>380 Geocoded Students<br>301 live within 2 miles of the school (79%)<br>169 live within 1 mile (44%)<br>19 live within ½ mile (5%)<br>1 lives within ¼ mile (<1%) |
| Participating School in Sonoma County Safe Routes to School (SRTS) program? | No |
| Student Travel Mode info (February 2026 student arrival/departure tallies) | Walk: 0%<br>Bicycle: 0%<br>Other Active Mode: 0%<br>Carpool: 10% morning, 6% afternoon<br>School bus: 14% morning, 21% afternoon<br>Public transit: 0%<br>Single Family Vehicle: 76% morning, 73% afternoon |
| Safe Routes to School Non-Infrastructure Programming (2025-26) | n/a |

## Overview:

Bellevue Elementary School, located at 3223 Primrose Avenue in unincorporated Santa Rosa, lacks the infrastructure required for safe walking or bicycling by students & families. Significant traffic safety concerns, include but are not limited to narrow roads with ditches alongside narrow shoulders, lack of sidewalks and bicycle lanes, no clear crosswalks, and busy and highly trafficked streets. Speeding, running stop signs, and turning movements are the most common moving violations. Between 2014-2025, there have been 61 collisions, 86 injuries (7 severe, 16 visible, 63 complaints of pain), 3 cyclists injured, and 6 pedestrians injured. However very few residents walk and/or bicycle in the area due to lack of safe infrastructure. Student arrival departure tallies conducted at Bellevue Elementary School in early 2026 indicated that zero students regularly utilize active transportation on their way to/from school. The vast majority of students (~76%) are driven to school in single family vehicles, with ~10% carpooling, and ~14% riding the school bus.




In contrast, a significant number/percentage students live within a walkable/bikeable distance from school, and could feasibly choose active transportation to/from school if they could travel on a safe route. The 2025-26 Bellevue Elementary School “Safe Routes to School (SRTS) Study Map” shows that 169 students – 44% of the school population – live a walkable/bikeable one mile from the school, and 301 students (79%) live within 2 miles of school.




As a result of the above conditions, Bellevue Elementary School does not participate in the Sonoma County Safe Routes to School (SRTS) non-infrastructure program, whose goal it is to increase the share of a school’s population that walk and bicycle to/from school, through “Walk & Roll” encouragement initiatives, bicycle & pedestrian safety education and outreach, and more (*see*

*Sonoma County SRTS Menu of Services in Appendix A)*. The Sonoma County SRTS lead implementation agency, the Sonoma County Bicycle Coalition, provides support, in partnership with SCTCA and local jurisdictions, to identify infrastructure improvements that will improve the safety of active transportation within school zones.

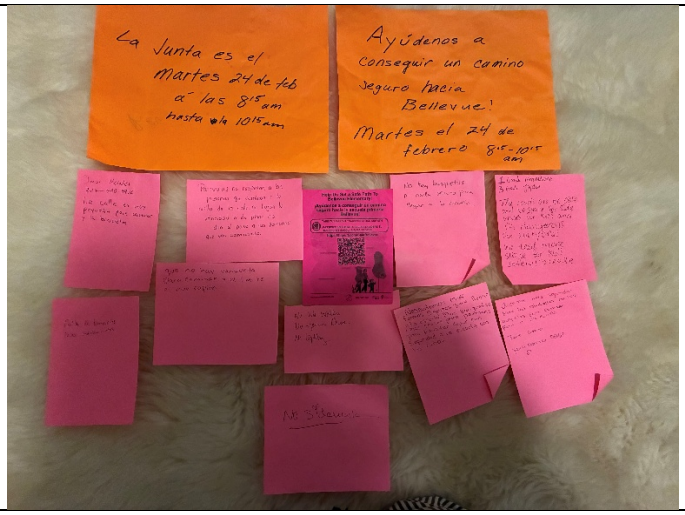
During the month of February 2026, Sonoma County Bicycle Coalition SRTS Program staff engaged with Bellevue Elementary staff and parents to gather feedback about what would make it safe and easy enough for them to choose active transportation to/from school, as well as to hear their concerns re: specific spots (intersections, infrastructure hazards or stretches of road) along their route(s) to school that prevent them from allowing their child to walk or bike to school.

SRTS Program Staff engaged with the Bellevue Elementary School Community in the following ways:

1) Outreach/tabling at school pick-up time on Tuesday February 17th
2) Distribution of a Safe Routes to School Parent Survey
3) Observation of student drop-off on the morning of Tuesday, February 24th
4) Safe Routes to School Parent Engagement Meeting on the morning of Tuesday, February 24th

## Outreach/tabling at school pick-up time (Tuesday February 17th)

Safe Routes to School Staff, supported by Site Family Engagement Coordinator Amy Flores-Casares, tabled in front of the school on Food Bank pick-up days to increase the chances of reaching parents, since parents often do not get out of their cars to pick up students. Staff were able to speak directly with approximately 15 parents, 10 of whom also filled out comment cards sharing information about their barriers to walking to school. 8 of the 10 parents who commented indicated lack of sidewalks as a major barrier to active transportation. One wrote *"The roads are too close and no space for sidewalks for kids and it's dangerous for everyone. We need more space for kids safety! Please!"* The two parents who did not mention sidewalks noted that the roads are *"too narrow for walking and cycling"* and that *"drivers don't respect pedestrians, don't slow down or simply yield."*




## Safe Routes to School Parent Survey Distribution (February 2026)

Bellevue Elementary School Site Administration supported Safe Routes to School Program by distributing a survey to parents asking them to respond to the following questions:

1) What is the approximate distance from your home to school?
2) How does your child typically get to/from school?
3) What would make it safer or easier for you and/or your child(ren) to walk, bicycle or roll to school?
4) Please tell us about any specific spots (intersections, infrastructure hazards or stretches of road) along your child's route(s) to school that cause you concern or prevent you from allowing your child to walk or bike to school (i.e. faded crosswalks, narrow or missing sidewalks, etc.).

As of 3/9/26 48 Bellevue parents have responded to the survey, representing a 16% response rate*

1) Distance from School:
- 14 respondents indicated they live less than ¼ mile from the school (29%)
- 10 respondents indicated they live between ½-1 mile from the school (21%)
- 18 respondents indicated they live between 1-2 miles from the school (38%)
- 6 respondents indicated they live more than 2 miles from the school (13%)

2) Travel Mode:
- 36 respondents travel to school via single family vehicle (75%)
- 8 respondent's child(ren) travel to school via school bus (17%)
- 1 respondent indicated they walk to school (2%)
- 1 respondent indicated they bike to school (2%)
- 2 respondents indicated they carpool to school (4%)

3 & 4) 35 respondents – 73% - either wrote that the addition of sidewalks would make it safer or easier to walk/bicycle to school, or that the lack of sidewalks prevented them from allowing their child to walk or bicycle to school. However, lack of sidewalks were not the only improvement desired or barrier mentioned. Parents also expressed the desire for bicycle lanes and/or safer bike routes, improved crosswalks, pedestrian lights at crosswalks, and more visible signs and road markings. They also expressed concerns about narrow roads, dangerous crossings, and drivers who do not stop at stop signs, obey pedestrian right of way, and who do not slow down.

Of the respondents who did not specifically mention the lack sidewalks being a major concern, 7 either listed entire roads as a barrier to active transportation – including Primrose (which lacks sidewalks), Todd Road (which lacks sidewalks), or Bellevue Avenue (which has many sidewalk gaps), or referenced other barriers referenced above. 6 respondents did not answer questions 3 & 4.

Below are a few relevant comments:

*"There are no sidewalks on the roads to school, Primrose, and the other roads following some of the bus routes. A sidewalk would make it easier and safer to walk to school."*

*"We need a sidewalk on the road for children to be able to walk safely without being next to moving vehicles and a crosswalk from Primrose Ave. and Bellevue Ave, so kids and parent can crossover safely to the only side with a sidewalk on Bellevue Ave."*

*Primrose Avenue is unsafe to walk/bike during school drop off/pick up hours. We ride our bikes there during the summer when traffic is not present. It is a 10 minute or less bike ride. Driving takes 3-5 minutes. We would love to bike ride to school most of the year!*

*"There isn't a safe cross walk to cross Bellevue Ave. to Primrose Ave. when walking West on Bellevue. If you want to use the crosswalk you have to walk up Bellevue further and pass Primrose, then turn around to come back to Primrose after you've crossed. I had to walk my daughter to school for about 6 weeks when she was in kindergarten. 1/2 a mile can be a long cold walk for a 5 year old. It was extremely unsafe. Especially because we didn't both fit side by side on the narrow path that is down primrose so I walked in the street and kept her on the pathway. I couldn't have her walk behind or in front of me. She was 5 and very energetic and wanted to hold my hand."*

*"We want sidewalks. My children wanna walk to school there's no sidewalks lead to the school. It's very dangerous and scary. Crosswalk would also be great."*

*"The three access routes to Bellevue School are unsafe because there is not enough space to walk along the side of the road."*

*"Moorland, Standish, Bellevue, and Primrose Ave do not have sidewalks and are very busy and unsafe roads for foot traffic. I believe there is walking path from West Robles to Primrose, however, I know there is a homeless encampment that has taken over that path, not to mention the lack of sidewalks from Moorland to Standish Ave. There is also no safe crosswalk across Standish Ave."*

*"We desperately need sidewalks along Primrose Avenue. Specifically from Bellevue Elementary School to Bellevue Avenue."*

*response rate calculated by # of responses divided by # of families attending Bellevue Elementary School. The Principal reported that approximately 311 families attend Bellevue Elementary.

## School Drop off Observation (Tuesday, February 24, 2026):

Safe Routes to School, County Public Infrastructure, and City Public Works staff observed school drop-off 7:40 and 8:15am on Wednesday, 2/24. Staff observed the prevalence of single-family vehicles, issues in the bus drop-off zone, and one parent/child walking along Primrose Avenue.

- Drivers were observed pulling into the northern most driveway entrance and dropping their kids off in the bus drop off area; there are sandwich boards and signage indicating it is a bus drop-off area only. For much of the time, there were no buses; drivers just entered the loop and dropped off their kids and there was not a problem.
- Two large buses dropped off students at approximately 7:45am; one bus carried just one student and the other bus carried ~20 students
    - Parent drivers in the bus-drop-off loop obstructed buses, resulting in buses having a hard time getting enough space to pull in and drop off students.
    - One of the buses was forced to pull in front of the cars and park diagonally across the school driveway in order to have enough space to drop off students. Parent drivers were then stuck behind the bus and could not get around it, so they had to wait. One driver made a U-turn and turned left out of the northern school driveway

*Bus parked diagonally to enable student drop off*

- Traffic was smooth entering/exiting the south driveway entrance/exit, leading to a large parking lot. Parent drivers either parked and walked from the parking lot, or dropped off along curb on the school side of the lot. This is where all students who do not arrive by bus are supposed to be dropped off.

*Drop off in south school parking lot*

- One mom and student were observed walking along Primrose Avenue, entering the school campus at the north driveway entrance.
- Traffic did not significantly back up on Primrose Ave, the busiest was three or so cars backed up, at the peak of drop-off, around 8:07am

## Safe Routes to School Parent Engagement Meeting (Tuesday, February 24th, 2026)

Site Administration supported SRTS Program and County Public Infrastructure staff to invite parents, School Board Trustees, members of the District ELAC Committee, and relevant Community Partners to a SRTS meeting to discuss and share concerns re: existing conditions as well as desired infrastructure improvements to facilitate safer, easier walking & bicycling to school. 29 people attended the meeting, including the Bellevue Elementary Principal, Family Engagement Facilitator, a District Board Trustee, 10 Bellevue Parents, and 7 members of the District ELAC Committee.

In attendance:

| **Name** | **Title** |
|---|---|
| Christina Panza | Director, Sonoma County SRTS |
| Sarah Hadler | Program Manager, Sonoma County SRTS |
| Jovanna Quezada | Assistant Engineer, County Public Infrastructure |
| Iain Tomlinson | Assistant Engineer, County Public Infrastructure |
| Lorien Rochioli | Grant Analyst, County Public Infrastructure |
| Alexander Oceguera | Active Transportation Planner, City of Santa Rosa |
| Mike Van Midde | Associate Traffic Engineer, City of Santa Rosa |
| Brooke Brand | Injury Prevention Coordinator, Providence Health Foundation |
| Dana Turrey | Senior Active Transportation Planner, Sonoma County Transportation Authority |
| Nina Craig | Bellevue Elem Principal |
| Amy Casares-Flores | Bellevue Elem Family Engagement Coordinator |
| Irene Rosario | Bellevue School District Trustee |
| Alejandra Rivas | Bellevue School District Executive Assistant |
| Blanca Murillo | Parent, Bellevue Elem |
| Luz Soto | Parent, Bellevue Elem |
| Lisbeth Flores | Parent, Bellevue Elem |
| Aja Houle | Parent, Bellevue Elem |
| Mica Elena | Parent, Bellevue Elem |
| Jose Quijao | Parent, Bellevue Elem |
| Rocia Marquez | Parent, Bellevue Elem |
| Vanessa Poblano | Parent, Bellevue Elem |
| Mayra Robles | Parent, Bellevue Elem |
| Berenice Velazquez | Parent, DELAC Committee Member |
| Bertha Avila | Parent, DELAC Committee Member |
| Veronica Valencia | Parent, DELAC Committee Member |
| Angelia Galvan | Parent, DELAC Committee Member |

| | |
|---|---|
| Elida Guerrero | Parent, DELAC Committee Member |
| Blanca O | Parent, DELAC Committee Member |
| Erica Corrales | Family Engagement Facilitator, DELAC Committee Member |

*Note: some attendees had not yet arrived when picture was taken*

At the Safe Routes to School Audit Meeting, parents were asked to share how they travel to school and/or how they would travel if there was a safe route to Bellevue Elementary. Every parent in attendance indicated that they would love to walk in the neighborhood &/or to school if that was an option, even those who travel from the Moorland neighborhood, between 1-2 miles from school (depending on route). Listening to parents, it was abundantly clear that if there was a safe path to Bellevue Elementary School, a significantly higher number of families would walk and/or bicycle to school.

Parents who have walked to school, primarily due to lack of vehicle access, indicated that it feels incredibly unsafe to do so. One mom stated that there is *"no room on the shoulder of the road to walk side by side, so I have to have one child in front of me and one behind me to walk on the shoulder of the road. There is a ditch right next to the shoulder, and I fear my child will fall on his scooter into the ditch and harm himself. It feels especially dangerous when the ditch is filled with water."*

Another parent who has walked to school said *"Sometimes I am forced to walk to school because my family only has one car. I would love to walk to school regularly because I live so close, but I don't because even from Oasis Drive, I have to run across the street to avoid being hit by a car."*

Another parent shared "*When our car broke down, we had to walk all the way from Moorland Avenue to school. It was extremely unsafe and stressful."*

Parents were asked why they do not utilize the Colgan Creek path to travel to school. Parents indicated that the path is not convenient to their route to school. The majority of parents are traveling from the east or north of the school, and the Colgan Creek path runs north-south on the west side of the school. In addition to not being convenient, it is a dirt path that parents indicated it "*gets muddy, it is isolated and frequented by homeless people, and feels scary."*

Parents who drive to school expressed that the lack of sidewalks and bicycle/pedestrian infrastructure also contributes to unsafe driving conditions as well as unsafe conditions for pedestrians. One parent shared that he lives near Andy Lopez Unity Park on Moorland Avenue & West Robles Avenue, where there is no sidewalk on one side of the road. He said *"When I am driving and someone is walking on the road, there isn't enough space for two cars to maneuver around the pedestrians, which can result in unsafe conditions for both the driver and pedestrian."* Another parent shared *"Sometimes there are people walking with their pets on the side of the road. It is hard to know what to do, especially when vehicles are driving in the other direction. Also, sometimes cars are behind you and when you see a pedestrian, you have to slow down, but you also have to be aware that cars are behind you and they might be going fast. It's hard to know where to go as a driver when pedestrians are walking in the road."*

A parent shared that there are some days where the school buses are delayed due to the volume of traffic traveling to/from school. Specifically, when the bus is turning from Todd Road onto Primrose Avenue, the driver has to wait for all the cars to move through the stop sign in order to make that turn.

A parent shared that the West Robles pathway from Moorland to Oasis is particularly dangerous.

**See Appendix A for a summary of all comments from the Audit meeting.**

## Transit Information/Options for Bellevue Elementary School:

- 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 the Santa Rosa City Bus website or contact a Transit Planner directly. If staff at the school need training passes in order to train students on riding the bus, we can make those available to staff at any school in Sonoma County.
- Transit infrastructure.
    - The SRTS Study Map reveals students geocodes dispersal, showing that a many students/families are served by CityBus **but there is not service directly to Bellevue Elementary School.**
    - **CityBus closest bus stop #80216 serving the school is over 1/3 mile from the school and is served by Route 15 on Bellevue Ave.**
- City short / long term transit planning
    - Currently no long-term plans recommend serve to Primrose Ave. Although the CityBus current planning documents recommend providing more service to SW Santa Rosa, include Moorland Ave.
    - In the spring 2026, CityBus will begin a Transit Planning effort. If the school wants to be notified of this effort to advocate for future service, please send Yuri Koslen an email to request to be notified once the planning process begins.

## Sonoma County/City SRTS infrastructure Recommendations:

- Close all sidewalk and/or multi-use pathway gaps by adding sidewalks and/or bicycle lanes along Bellevue Avenue between Moorland Avenue to the entrance to Elsie Allen High School.
- Construct sidewalks and/or a multi-use path between Bellevue Avenue and Stony Point Road
- Close sidewalk gaps on Moorland Avenue between Bellevue Avenue and Todd Road
- Close sidewalk gaps on West Robles Avenue between Moorland Avenue and Juniper Avenue

- Close sidewalk gaps on Dutton Avenue between West Robles Avenue and Bellevue Avenue
- Construct sidewalks on Primrose Avenue between Bellevue Avenue and Oasis Drive
- Construct sidewalks along Juniper Avenue between West Robles Avenue and Bellevue Avenue
- Implement improvements to crossings at intersections as well as additional traffic calming measures at all above-mentioned corridors.

## District/School SRTS non-infrastructure Recommendations:

- To receive free education services from the Sonoma County SRTS Program, enrolled schools agree to support annual SRTS data collection and implement a Walk/Roll encouragement program throughout the school year. Bellevue Elementary School is unable to implement Walk/Roll encouragement initiatives at this time, as students do not have a safe route to school. However, pedestrian and bicycle safety best practices are lifelong skills utilized outside of the commute to/from school. Students and parents at Bellevue Elementary School would benefit from learning about safe walking and bicycling practices and the benefits of active travel to health, safety, community and the environment, even while a safe route to school does not exist – and especially when/if a safe route to school is built.

- It is recommended that Bellevue Elementary School enroll in the County SRTS program as a "limited service" site for the 2026-27 school year and beyond:
    - Limited service sites may receive certain SRTS services such as creation of SRTS Study Maps, SRTS-related engagement with parents or staff, and/or a whole-school assembly on an SRTS-related topic such as pedestrian safety.
    - Limited service sites agree to collect data and information to maintain understanding of travel behavior and barriers to travel at Bellevue Elementary School, including:
        - Conducting student arrival/departure tallies annually (preferably early in the school year) 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.
        - Distributing parent surveys, as requested, to collect more comprehensive feedback on the barriers to walking & bicycling as well as preferred routes to school.

- For more comprehensive services such as classroom Pedestrian or Bicycle safety lessons at multiple grade levels, on-bicycle skill/safety services and family rides, bike safety inspections, support for the formation of walking school buses/bike trains, parent or teen "Smart Cycling" classes, Learn to Ride classes, etc. a source of funding not tied to implementation of encouragement initiatives would need to be identified.

- It is also recommended that Bellevue Elementary School share the following SRTS tip-sheet(s) and videos to support safe walking, bicycling in the community:
    - 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

## 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 A: Comments from Community SRTS Audit Meeting at Bellevue (2/24/26)**

| | | | | |
|---|---|---|---|---|
| | | | | ***Italicized text was translated from Spanish to English.*** |
| **Existing Route** | | | | |
| **How do you currently get to school?** | | | **Comment** | **What do you not like about taking this route?** |
| Walk | 3 | | 1 | I would like to be able to walk but there are not safe sidewalks that currently exist. The roads are very narrow and when a bus is turning from Todd to Piner the cars have to back up to make enough space for the bus to turn. Also there is no clear signage about the speed limit and where the school zone begins and ends. |
| Bike | 1 | | 2 | *We don't feel safe walking because we don't have enough space.* |
| Car | 9 | | 3 | *Lots of traffic, little space to walk.* |
| Bus | 2 | | 4 | *There is no safe route, no clear pedestrian crossing signs. The road is narrow and there is no sidewalk.* |
| | | | 5 | *Traffic gets quite congested in both directions.* |
| | | | 6 | *Traffic gets backed up outside the school.* |
| | | | 7 | (I drove here) The roads need to be reconstructed or potholes need to be filled. I don't have any children who attend Bellevue Elementary. This is from this morning's commute. |
| | | | 8 | *We don't have sidewalks or bike lanes on W. Robles and it's not safe at all.* |
| | | | 9 | *We don't have sidewalks or bike lanes on W Robles, and I would like my children to be able to walk safely on a sidewalk someday.* |
| | | | 10 | If I had to let her go walking, there is no safe way to walk here. When I have to go back to work, its not safe unless I drive here. |
| | | | 11 | I don't like that there isn't safe sidewalks for parents and children to walk and ride their bikes to school. I sometimes stop traffic to make kids or parents to cross, or more to the side so people have enough room to walk by. |
| | | | 12 | Too long a distance without sidewalks. |
| | | | 13 | *The area does not have proper pedestrian crossings and does not have a side of the road that can serve as a sidewalk for safe walking.* |
| | | | 14 | NA |
| | | | 15 | They don't have sidewalks and that is dangerous for the kids that might come walking. |
| | | | 16 | *More safety is needed for children and parents going to school, such as sidewalks.* |
| | | | 17 | No sidewalk - not safe for families to walk or bike to school. When it rains - lots of mud. Narrow road - no way to walk-bike. No safe because it's only 2 way traffic. We-families-need-sidewalk. |
| | | | | |
| **Preferred Route** | | | | |

| How do you want to get to school? | | | Comment | Which roads are most important? What improvements do you want to see on this road? |
|---|---|---|---|---|
| Walk | 6 | | 1 | 1. Primrose Ave 2. Bellevue Ave 3. Juniper Ave 4.Todd Rd 5. Dutton Ave 6.Eddy Loop 7. Moorland Ave 8. W Robles Ave. Improvements include sidewalks with streetlights. |
| Bike | 3 | | 2 | *Primrose Ave. Safe walking space* |
| Car | | | 3 | *Primrose Ave. Safe walking space* |
| Bus | | | 4 | *1. Primrose Ave - safe sidewalk areas. 2. Todd Rd.* |
| | | | 5 | *Primrose Ave. Safe sidewalks for walking* |
| | | | 6 | NA |
| | | | 7 | NA |
| | | | 8 | NA |
| | | | 9 | *1. Bellevue Ave - safe sidewalks and bike lanes. 2. W Robles - safe sidewalks and bike lanes.* |
| | | | 10 | *1. Bellevue Ave - safe sidewalks and bike lanes. 2. Primrose Ave - safe sidewalks and bike lanes. 3. Moorland Ave - sidewalks* |
| | | | 11 | NA |
| | | | 12 | NA |
| | | | 13 | NA |
| | | | 14 | *Some sidewalks for walking and more space for pedestrians* |
| | | | 15 | NA |
| | | | 16 | NA |
| | | | 17 | 1. Primrose Ave - sidewalk. Moorland Ave - sidewalk. Bellevue Ave - sidewalk on both sides. |

# Appendix B: 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 | 6th-12th 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-6th grade | Customizable assembly focused on bicycle safety, pedestrian safety, and/or current encouragement iniative (i.e. Bike to School Day day) |
| Low Cost Helmet Distribution & Purchase Opportunities | TK-12th grade | Low cost helmets are available to students participating in 4th 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<br>Bicycle Trains<br>Golden Sneaker Award Competition<br>Int'l Walk & Roll to School (Oct)<br>Ruby Bridges Walk to School Day (Nov)<br>Bike to School Day (May)<br>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-12th grade | Bicycle safety inspections/adjustments are provided for participants who bring bicycles to 4th 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!