



Elsie Allen High School

Tuesday, December 2nd, 2025



In attendance: Christina Panza (SRTS Director), Alexander Oceguera (City of Santa Rosa Active Transportation Planner), Mike VanMidde (City of Santa Rosa Associate Traffic Engineer), Stevan Hunter (County Public Infrastructure), Lorien Rochioli (County Public Infrastructure), Yuri Koslen (Santa Rosa City Transit Planner), Brooke Brande (Providence Health Foundation), Kathy Hayes (Elsie Allen Administrative Assistant), Rosalia Gonzalez (Elsie Allen Counseling Secretary, incoming 8th grade parent), Martin Medina (Elsie Allen Student Safety Advisor), Mayra Sosa (Elsie Allen Family Engagement Coordinator), Azuzena Flores (parent), Laura Lopez (parent), Jimena Espinoza-Ceja (student), Carlos Flores (student), Johnny Carillo (student), Adrian Rojas (student), Eleany (Elly) Hernandez (student), Nevaeh Sharkey-Cruz (student), Laura O. Lopez (student)

Route: We observed drop-off in front of the school campus, then walked to the northern driveway entrance to continue observing. We crossed the northern school driveway and continued south along the west side of Burgess Drive, to the Colgan Creek trailhead on the west side of Burgess Drive. We walked along the creek trail to Bellevue Avenue, then headed east on the north side of Bellevue Avenue to Dutton Meadow. We then walked north on Dutton Meadow to Mojave Avenue, and headed west on Mojave Avenue to Flapjack Way and back to campus.

Pick up/Drop off: Drivers enter and exit the school parking lot and drop-off loop from both the north driveway at Blackjack Way and Burgess Drive, and the south driveway at Flapjack Way and Burgess Drive. Drivers may enter from and exit toward any direction in both driveways. Some drivers drop off on Burgess Dr, but most enter the driveway loop and drop off in front of the school. Drivers who enter from the south entrance into the driveway loop drop off students on the opposite side of the school entrance. Those students must cross the driveway and maneuver around cars to enter campus.

The amount of vehicular traffic between 8:40-9am is fairly steady and there is not a significant back up either in the school driveway or anywhere on Burgess Ave. It appears that students travel to school via multiple modes.

At a pre-audit site observation on Wednesday 11/19, two drivers were observed making U-turns in the school driveway—they entered at the north driveway, dropped their students off, and instead of continuing in the driveway loop and exiting at the south driveway, they made a U-turn. Note: there was not a lot of vehicular traffic at that time. When car traffic was at its heaviest, about 10 minutes before the first bell, drivers who entered via the north driveway were observed attempting to pass drivers who were stopped at the curb to drop off their students, while other drivers who entered from the south driveway were approaching from the opposite direction. This caused some issues as the school driveway is not wide enough to accommodate three lanes of traffic.

Five large yellow school buses enter at the south entrance of the driveway loop and drop students off just west of the driveway loop, by the solar panels. Four smaller yellow school buses also enter at the south entrance of the driveway loop and then continue around to the back of the school.

Some students on bikes and scooters were observed entering riding down the sidewalk that parallels Burgess Dr, heading south and entering the north school driveway. About 5 students were seen alighting the CityBus Route 15 Bus stop #80216 on Bellevue Ave., then proceeded to walk on to campus via Burgess Dr.

Students may also enter campus on foot or on bike from the back gate in the northwest corner of campus, south of Arrowhead Drive.

School Information:

Address	599 Bellevue Ave, Santa Rosa, CA 95407
Morning Bell(s)	8:30am (9am on Wednesdays)
Afternoon Bell(s)	3:35pm (3:25pm on Wednesdays)
Grade levels	9-12
Enrollment	945
School type	Neighborhood
Student's proximity to school	2025-26 GIS Map Data 445 Geocoded Students 752 live within 2 miles of the school (80%) 264 live within 1 mile (28%) 79 live within ½ mile (8%) 17 live within ¼ mile (2%)
Participating School in Sonoma County SRTS program?	No
Student Travel Mode info (not available at this time)	Walk – Bike – Other – Carpool – School bus – Transit – Single Family Vehicle –
Safe Routes to School Non-Infrastructure Programming (2025-26)	n/a

CONCERNS &/or POTENTIAL SOLUTIONS:

Please note that all recommendations on the following pages are meant to capture potential solutions to issues or ideas raised during the walk audit. Each of these recommendations are subject to additional design, analysis, outreach, funding, prioritization, and approval by the City and/or Santa Rosa City School District prior to implementation.

Concerns & Observations:

Burgess Drive

Concerns and Observations:

- An all-way stop with marked school crosswalks is located at the intersection of Burgess Drive and Blackjack Way, at the northern driveway entrance to the school. However, few students cross at this location. The majority of students walking in the area were observed crossing at/near the southern driveway entrance. When observing drop-off on Wednesday 11/19 (prior to our audit), thirty students were observed crossing Burgess Avenue. Only one of the thirty utilized the crosswalk at Burgess Drive/Blackjack Way. The remainder of student walkers cut across Burgess Dr, at/near Flapjack Way to access the sidewalk on the west side of Burgess Drive that leads to the school. Possible reasons students are making this choice:
 - The northern leg of the crosswalk at Burgess Drive and Blackjack Way where students would enter the campus sidewalk is completely blocked by a fence that borders the school property on the west side of Burgess Drive to the northern driveway entrance, where the fence ends. Students crossing at that location and walking on to campus must either squeeze between the open school driveway gate and the fence, or walk around the fence and gate into the road/school driveway entrance, where there are many vehicles entering and exiting, to enter campus.
 - Students who enter the school at the north driveway also have to make their way through the parking lot/driveway to get to campus; there is no infrastructure or crosswalks for students entering campus from that direction.
 - Students walking from Dutton Meadow can take a shortcut to Burgess Drive via Mojave Avenue and a pathway that connects to Flapjack Way and the south driveway entrance to the school. It is more convenient for those students to cross at Flapjack than at Burgess.
- There is a wide sidewalk on the west side of Burgess that leads from Bellevue Ave to the school. The sidewalk leads to a marked crosswalk across the south entrance driveway. The paint in that marked crosswalk is very faded and needs to be refreshed.
- There is no marked crosswalk or signage indicating a crossing across Burgess Drive at the Colgan Creek Trail that parallels Bellevue Avenue to the east and west of Burgess Drive.
- Participants expressed concerns that drivers speed on Burgess Drive.

Potential Solutions:

School/District

- Remove the fence, or install a gate in the fence, that blocks the west side of the crosswalk at Burgess Drive and Blackjack Way.
- Repaint the crosswalk across the south driveway entrance to the school on Burgess Drive.
- Should drop-off/pick-up conflicts in the school parking lot/driveway loop increase when campus converts to a 7-12 in 2026-27, evaluate whether adjustments to the traffic flow, such as one-way traffic flow or restricting left turn exits may reduce conflict/enhance safety.

City of Santa Rosa

- Consider installing a marked crosswalk, signage & ADA compliant curb ramps across Burgess Drive on the south side of the south school driveway entrance.
- Add a marked crosswalk and signage across Burgess Drive at the Colgan Creek Trail.
- Consider additional traffic calming measures along Burgess Drive to encourage drivers to slow down.

Bellevue Ave

Concerns and Observations:

- A dirt walking path on the north side of Colgan Creek connects the north side of Bellevue Avenue with the sidewalk on the west side of Burgess Drive. It can be muddy/slippery when wet.
- The sidewalk on the north side of Bellevue Avenue, west of Burgess Drive, ends shortly to the west of the above mentioned Colgan Creek path. There are no pedestrian facilities on the north side of Bellevue Avenue between the Colgan Creek path and Stony Point Road.
- A covered City bus stop (#80216, average daily– 35 boarding & 19 alighting) is located on the north side of Bellevue Avenue west of Burgess Drive and east of Primrose Avenue. It is easily accessible to campus and frequently utilized by students. Students reported that they do not have good telephone reception at that location and therefore are not able to access real-time bus arrival/departure times from their phones. An additional bus shelter was requested at this location. Route 15 arrives at Bus stop # 80216 at :44 past the hour, with school Bell time at 3:35 it allows students 9 minutes to get to the bus stop. Ideal time from the school administrators would be for route 15 to arrive at :55 past the hour. SR CityBus arrival times for the morning bell times work as is, because students arrive at different times depending on morning schedule.
- The south side of Bellevue Avenue between Stony Point Road and Burgess Drive has a concrete berm separating pedestrians from the vehicular travel lane. However, the path is quite narrow and often muddy, and/or overgrown, particularly west of the Colgan Creek pathway, and not conducive to active transportation.
- A mid-block school crosswalk with a pedestrian activated flashing beacon is located on Bellevue Avenue, just east of the southern entrance to the Colgan Creek trail. People who are crossing at that location from the Colgan Creek Trail have to zig-zag a bit to get from the north side of the trail to the south side, and vice versa.
- The south side of Bellevue Avenue between Burgess Drive and Dutton Avenue has no sidewalks or pedestrian facilities, with the exception of one block that was developed in front of Henhouse Brewing Company.
- There are sidewalks on both the north and south side of Bellevue Avenue between Dutton Avenue and the SMART railroad crossing.
- There is a sidewalk on the north side of Bellevue Avenue between the SMART railroad crossing and Wiljan Court, but east of Wiljan Court to Moorland Avenue, the north side of Bellevue Avenue only has a concrete berm separating pedestrians from vehicular traffic.
- There are no sidewalks or pedestrian facilities on the south side of Bellevue Avenue between the SMART railroad crossing and Moorland Avenue.

- The paint at the crosswalk at the intersection of Dutton Avenue and Bellevue Avenue is very faded, and students mentioned that it can be tricky to cross at that location when traffic is heavy.
- There are no crosswalks or pedestrian facilities at the intersection of Moorland Avenue and Bellevue Avenue.
- Participants indicated that walking from Moorland Avenue to/from Elsie Allen is challenging, given the sidewalk gaps, heavy traffic, and difficulty crossing. Many students who otherwise might travel actively, do not, under these circumstances. However, a small percentage of students walk anyway, primarily because they don't have a better choice, such as no access to a car or the bus is missed or inconvenient.

Potential Solutions:

City of Santa Rosa or County of Sonoma:

- Consider paving the dirt walking path north of Colgan Creek between Burgess Drive and Bellevue Avenue (note: path is owned and maintained by Sonoma County Water Agency)
- Consider relocating crosswalk at Burgess Drive/Bellevue Ave to western leg of intersection and improve visibility. Install traffic signal if warranted.
- Pursue funding to improve pedestrian and/or bicycle facilities at the following locations (construct class 1 pathways or sidewalks where feasible, or widen current pedestrian pathways with concrete berms)
 - North side of Bellevue Avenue between the Colgan Creek path and Stony Point Road
 - South side of Bellevue Avenue between Burgess Drive and Stony Point Road
 - South side of Bellevue Avenue between Burgess Drive and Dutton Avenue (with the exception block in front of Henhouse Brewing Company)
 - North side of Bellevue Avenue between Wiljan Court and Moorland Avenue
 - South side of Bellevue Avenue between the SMART railroad crossing and Moorland Avenue
- Refresh paint in crosswalk at the intersection of Dutton Avenue and Bellevue Avenue and consider additional improvements, such as curb extensions, to improve safety and shorten crossing distance for pedestrians.
- Improve pedestrian facilities at the intersection of Moorland Avenue and Bellevue Avenue; i.e. install sidewalks or paths with asphalt concrete barriers for each approach, add curb ramps, and paint crosswalks
- SR City Transit: Bellevue Ave #80216, consider adding real-time sign, another shelter (no bench needed), and possible work with art teacher to beautify the shelter

Dutton Meadow

Concerns and Observations:

- There is no marked crosswalk across Dutton Meadow at the Colgan Creek Trail (a few feet north of the intersection of Dutton Meadow and Bellevue Avenue)
- Students/families who live in the Colgan Meadows apartment complex on the east side of Dutton Meadow have no safe place to walk along or cross the street, as there are no sidewalks or pedestrian facilities on the east side of Dutton Meadow between Bellevue Avenue and Mojave Avenue.
- The crosswalks in the all-way stop at Mojave Avenue and Dutton Meadow are faded and in need of refreshing.

- The bus stop (#80215, average daily– 25 boarding & 17 alighting) on the west side of Dutton Meadow between Bellevue Avenue and Mojave Avenue is frequently utilized by students, and lacks shelter.
- Cars were parked on the northwest corner of Mojave Avenue and Dutton Meadow, blocking sightlines for drivers and pedestrians, and blocking the sidewalk for pedestrians. Multiple garbage cans also blocked the bike lane along the west side of Dutton Meadow between Mojave Avenue and Bellevue Avenue.
- Garbage cans placed in front of nearly every home completely blocked the new bike lane on Dutton Meadow between Bellevue Avenue and Patti Place.
- Students who live in the neighborhood adjacent to Dutton Meadow can take a shortcut to actively travel to school, avoiding Bellevue Avenue and most of Burgess Drive, via Mojave Avenue and a pathway that connects Mojave to Flapjack Way. Students can also travel actively or via a vehicle between Dutton Meadow and the school via Ryder Drive to Common Way to Blackjack Way. Additional new development is in progress in the parcels between Dutton Meadow and Burgess Drive/Raindance Way that will further enable active travel to/from school.
- There are multiple sidewalk gaps along both the east and west sides of Dutton Meadow that may be a barrier to active travel from the Dutton Meadow neighborhood despite the above mentioned access to Elsie Allen.

Potential Solution:

City of Santa Rosa:

- Install a marked crosswalk and signage across Dutton Meadow at Bellevue Avenue.
- Construct a sidewalk on the east side of Dutton Meadow, between the Colgan Meadows apartment complex and the Colgan Creek path north of Bellevue Avenue (planned as part of Colgan Creek path improvement project).
- Consult with Burbank Housing about the potential to develop parcel between Colgan Meadows apartment complex and Mojave Avenue, to enable sidewalks to be constructed on the east side of Dutton Meadow between the Colgan Meadows apartments and Mojave Avenue.
- Repaint/refresh marked crosswalks at intersection of Mojave Avenue and Dutton Meadow.
- Restrict parking/daylight entire intersection of Mojave Avenue and Dutton Meadow
- Review school/student crossing signage on Dutton Meadow and replace city-owned signs that are missing or faded.
- Continue to periodically send letters to homeowners advising not to place garbage cans in the bicycle lane
- Pursue opportunities to close sidewalk gaps along both the east and west sides of Dutton Meadow, via new development and/or other funding sources.
- SR City Transit: Consider adding a shelter to the bus stop (#80215) location on the west side of Dutton Meadow between Bellevue Avenue and Mojave Avenue.

Other Concerns Shared

Concerns and Observations:

- Students who live in the “Amora Circle” neighborhood west of Elsie Allen used to be able to enter campus via a short pathway to a gate on the west side of the school which was open 24/7. However, that gate has been locked this year and those students must travel a much farther route, via Stony Point and adjacent neighborhoods, to get to school. School personnel indicated that they believe the gate was locked due to issues with homeless populations. However, these issues appear to have been addressed in recent months.

- Many students walk through the Southwest Community Park. Traveling from the park to the school students indicated that the crosswalk at Tuxhorn Drive and Rain Dance Way is heavily used by students/families and that they felt it should be more visible.
- There are also sidewalk gaps (not observed, but mentioned by participants) on Moorland Avenue, W. Robles Avenue and Primrose Avenue, where both Elsie Allen and Bellevue Elementary School students and families live and/or travel.
- SR CityBus expects/knows that many students deboard Route 15 at the Southwest Community Park (bus stop #80372, average daily– 66 boarding & 41 alighting). Students can walk to school from the Park within the same time frame as taking the bus to the Bellevue bus stop.

Potential Solutions:

School District:

- Consider unlocking the western gate during drop-off/pick up time, at minimum, to enable active travel to/from school from the Amora Circle development.
- Reach out to City of Santa Rosa [Homelessness Solutions Program](#) if needing support for houseless populations in the area. Email: homeless@srcity.org, Voice Mail: 707-543-3311

City

- Refresh paint at crossing at Tuxhorn Drive and Rain Dance Way, consider converting to high visibility crosswalk.
- SR CityBus to conduct repairs to bus stop at Southwest Community Park (bus stop #80372)

County:

- Pursue opportunities for funding to build sidewalks on east side of Moorland Ave between Newmark Dr and W Robles Avenue, and sidewalks on both sides of W Robles Ave between Moorland Ave and end of the street at US 101.
- Pursue opportunities for funding to include asphalt side path on Primrose Avenue between Bellevue Ave and Bellevue Elementary School, to construct PCC sidewalk on school frontage to Primrose Court (may require storm drain improvements to replace drainage swale), and to provide a RRFB with crosswalk at Oasis Drive.

District/School SRTS Considerations:

- Consider enrolling in/participating in the County SRTS program to participate in ongoing Walk/Roll initiatives (including but not limited to International Walk & Roll to School Day and Ruby Bridges Walk to School Day), and to be eligible to receive SRTS services such as bicycle and/or pedestrian safety education programming, and more. Continue to maintain a “school team” consisting of site admin, staff (teacher and/or classified staff), and even a parent or parent(s) who can assist with implementation and communications.
- Consider assisting the SRTS program to collect data and information to maintain understanding of travel behavior and barriers to travel at Elsie Allen.
 - Conduct student arrival/departure tallies this Spring and again in September/October (not on a Walk/Roll Day) of each 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.
 - Distribute parent or student surveys, as requested, to collect more comprehensive feedback on the barriers to walking & bicycling as well as preferred routes to school.

- Consider establishing/promote current “Walking School Bus” (WSB) or Bike Train meet up spots, or even alternative “drop-off locations” without a supervised walking/biking group, and supporting students (such as a Leadership Class or Environmental Club) and/or school staff to facilitate promotion and community participation. Students or teachers may lead a group of students on the Walking School Bus or Bike Train in the morning on special event days, and also encourage students to walk together on non-event days. Walking School Buses and Bike Trains can operate a couple times a year, once a month, or even once a week during certain months, depending on capacity.
 - Potential Meet-Up Locations mentioned during post-audit debrief:
 - Southwest Community Park
 - Starbucks on Stony Point Road
 - Mojave Avenue and Dutton Meadow
- Pursue opportunities to provide free bicycle education such as “Smart Cycling” classes for students, or even for parents who may not feel comfortable or knowledgeable about bicycling.
- Pursue opportunities to educate parents and neighbors about the California’s Daylighting law. SRTS has created materials that schools can share re: the daylighting law here: [English Flyer](#) [Spanish Flyer](#) [English Social Media Infographic](#) [Spanish Social Media Infographic](#)
- Share information with students and parents about bus routes as well as students being able to ride the City Bus and SMART Train for free.
- Consider sharing the following SRTS tip-sheet(s) and videos to support safe walking, bicycling, drop-off, and parking & walking:
 - Walking Safety Tip Sheet [English](#) [Spanish](#)
 - Bike Safety Tip Sheet [English](#) [Spanish](#)
 - Driver Awareness for Safe Arrival/Dismissal [English](#) [Spanish](#)
 - E-Bicycles Tip Sheet [English](#) [Spanish](#)
 - Park & Walk Video [English](#) [Spanish](#)
- Report incidents to Santa Rosa Police Department when they occur (i.e., if someone is hit in a crosswalk but not hurt, etc), as well as ongoing concerns, near misses, etc.

Santa Rosa Police Department or CHP:

- Monitor traffic on Burgess Drive, Bellevue Avenue, Stony Point Road, and Hearn Avenue to provide enforcement of illegal behaviors.
- Respond to school or city requests for targeted enforcement
- Partner with SRTS to educate community members about California’s new daylighting law.

Transit Information/Options:

1. All students at the school can ride CityBus, Sonoma County Transit and SMART free of charge.
2. If the school needs assistance planning school trips on transit, please use the tools on our website or contact me 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.
3. For your walking audit notes I wanted to provide a list of transit infrastructure related to this site.

- a. Current for Elsie Allen High School, the SRTS Study Map reveals students geocodes dispersal, showing that a many students/families are served by CityBus.
 - i. CityBus primary route serving the school are.
 1. Route15– currently operates east on Bellevue, every 60 minutes
 - a. Closest CityBus's bus stop
 - i. Eastbound - SW park #80372
 - ii. Southbound - Dutton Meadows @ Mojave - #80215
 - iii. Westbound - Bellevue # Burgess #80216
4. Feasible improvement if the school would like to advocate for improved transit.
 - a. Changes/additions to bus stop.
 - i. Bellevue #80216, average daily– 35 boarding & 19 alighting's
 1. add real-time sign (as Wi-Fi /service at this stop is poor and students can't get updated info)
 2. Add another shelter (no bench needed)
 3. Talk with art teacher about adding image to the shelter
 - ii. SW park #80372, average daily– 66 boarding & 41 alighting's
 1. Improve maintenance at bus stop
 - iii. Dutton Meadows @ Mojave - #80215, average daily– 25 boarding & 17 alighting's
 1. Shelter request
 2. Possibly move this stop to intersection with Bellevue or move it north with development of the northwest corner of Dutton Meadows @ Mojave
 - iv. Any other ideas that the school has
 - b. More dialoged with CityBus staff regarding any matter of concern that the school may have.
 - i. Be in communication with School staff regarding Bell times and current schedule
5. City short / long term transit planning
 - a. Be in communication with Elsie Allen if/when route changes occur in Southwest Santa Rosa r with a focus on providing service to/from Elsie as this is likely the largest destination in this quadrant of the City

Safe Routes to School Program Information

- The SRTS program coordinates a Safe Routes to School Task Force to bring together representatives from schools/school districts (school administration, staff and/or parents), city planning/engineering, law enforcement, and SRTS program staff. The goal of the Task Force is to:
 - Seek input from Task Force members and the public, in order to identify barriers to active transportation (including Transit), opportunities for improvement and collaboration, and set priorities for future infrastructure projects within the city of Santa Rosa.
 - Provide a venue for sharing of program initiatives and projects in the city of Santa Rosa, as well as inter-agency collaboration.

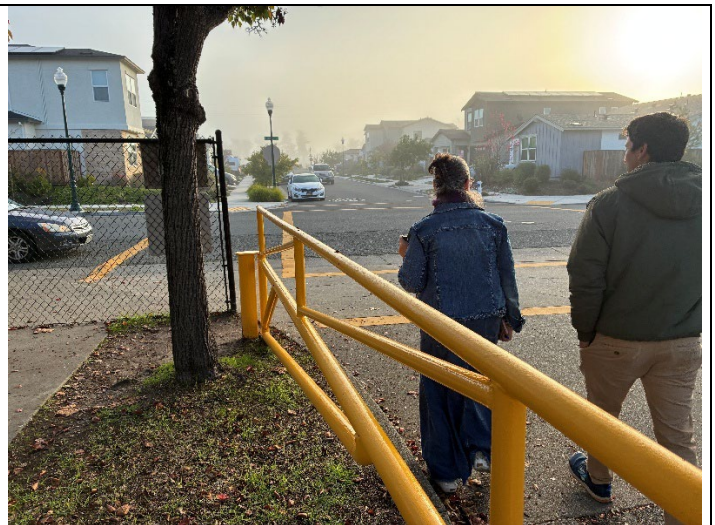
Santa Rosa Task Force meeting notices, agendas, and meeting notes & handouts can be found on our SRTS Task Force page [HERE](#).

- Enrollment for participation in the SRTS program takes place in April each year (deadline is April 30th). Schools must enroll each year to be eligible to receive visiting education services & ongoing technical support. Enrolled, comprehensive sites agree to:
 - Meet with SRTS program staff 3x per year to discuss/plan programming
 - Collect student travel tally data in September
 - Provide data for the SRTS program to enable creation of an annual SRTS “study map” showing where students live in relation to the school
 - Engage with/implement a minimum of 5 walk/roll encouragement initiatives per year.
 - Support scheduling & implementation of education programming.
- SRTS encouragement “Walk/Roll” initiatives and promotional materials are emailed to enrolled school contacts every month via our SRTS E-Newsletter, and may also be accessed at www.sonomasaferroutes.org. To request to receive our SRTS E-Newsletter directly, email christina@bikesonoma.org

Appendix: Walk Audit Pictures:



Fence blocking entry to sidewalk next from Blackjack Way & Burgess Drive (northern entrance to school parking lot). Note that students must maneuver through parking lot after making way around fence & gate



Closer view of fence and gate blocking entry to school – students can squeeze through space between gate & fence to enter sidewalk, but sidewalk ends at parking lot



Faded crosswalk across southern entrance to school parking lot



Install crosswalk and signage across Burgess Drive at the Colgan Creek path



Colgan Creek path between Burgess Drive & Bellevue Ave – consider paving?



Add real-time display to the bus stop on the north side of Bellevue Avenue west of Burgess Drive



Condition and narrow width of pedestrian pathway/concrete berm on south side of Bellevue Avenue between the Colgan Creek Path and Stony Point Road



Add crosswalk across Dutton Meadow to connect east and west side of the Colgan Creek trail, north of Bellevue Avenue



West side of Dutton Meadow at Bellevue Avenue – pedestrian path/concrete berm (Dutton Meadow has a mixture of sidewalks and paths/berms along both sides of the roadway). East side of Dutton Meadow – add sidewalks between Colgan Meadows apartments and Bellevue Ave.



Garbage cans blocking bike lane on Dutton Meadow between Patti Lane and Bellevue Avenue



Also look into the possibility of sidewalk improvements between Colgan Meadows apartments and Mojave Drive (consult with Burbank Housing/property owner)



Cars parked on NW corner of Dutton Meadow and Mojave Ave— restrict parking at this location/daylight intersection



Consider bus shelter for bus stop on Dutton Meadow at Mojave Ave



Intersection of Bellevue Avenue and Dutton Avenue: improve for pedestrians



Scenes from the Elsie Allen SRTS Walk Audit/Site Assessment: pre-audit group picture, on the walk, post-audit de-brief

Funding for FY 2025-26 Safe Routes to School Walk Audit/Site Assessments is provided in part by the California Department of Public Health's Kids' Plates Program.